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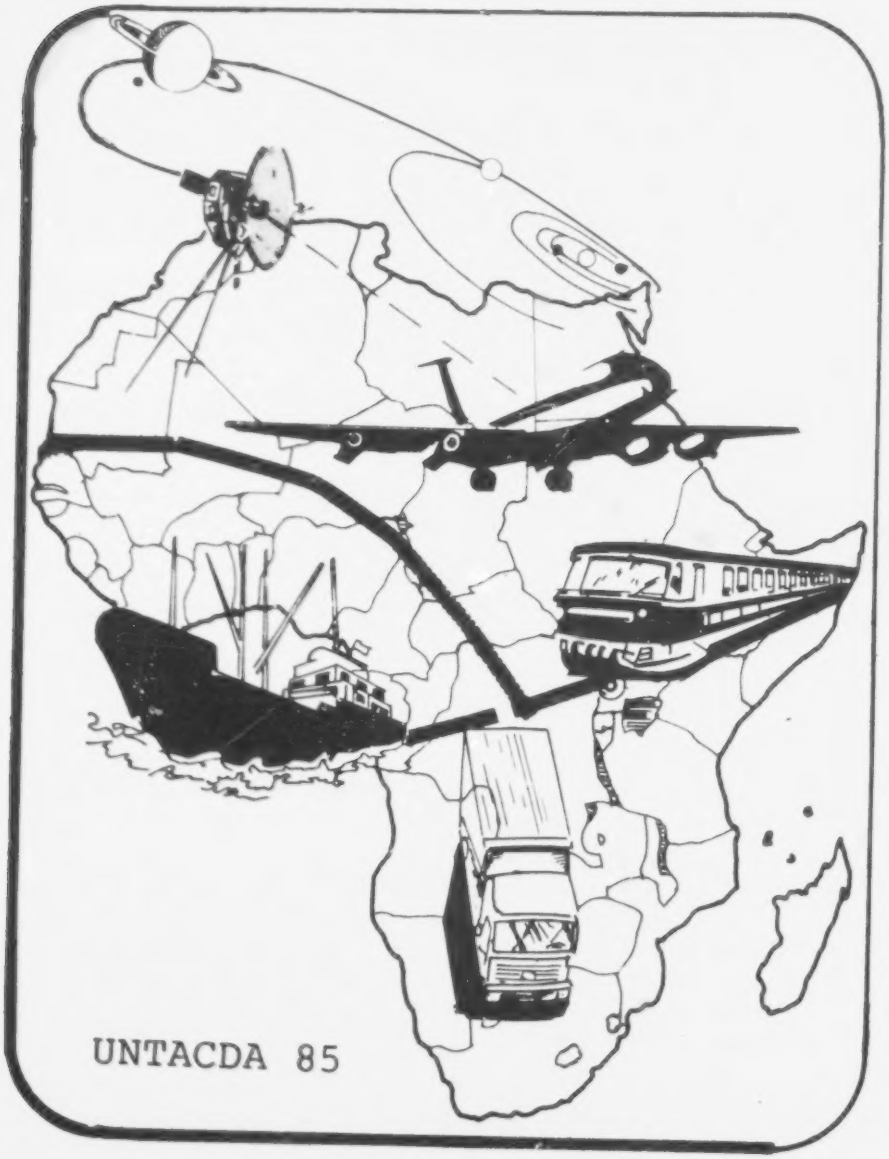
E/ECA/TCT/32/Rev.1

UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE IN AFRICA (1978-1988)

ANNUAL PROGRESS REPORT, 1985



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ABBREVIATIONS

ADB	- African Development Bank
ADF	- African Development Fund
AFCAC	- African Civil Aviation Commission
AFI	- Africa-Indian Ocean (AFI Plan is the Air Navigation Plan of Africa and Indian Ocean of ICAO)
AFIN	- Aeronautical Fixed Telecommunications Network
AFRAA	- African Airlines Association
AGA	- Aerodromes, Air Routes and Grand Aids
AIP	- Aeronautical Information Publications
AIS	- Aeronautical Information Services
AMBEX	- AFI Meteorological Bulletin Exchange Scheme
ARTC	- Annual Regional Telecommunications Conference for Eastern and Southern Africa
ASECNA	- Agence pour la securite de la navigation aerienne en afrique et a Madagascar
ATS	- Air Traffic Services
BADEA	- Arab Bank for Economic Development
BDEAC	- Central African States Development Bank
BOAD	- West African Development Bank
CCCE	- Caisse Centrale de Cooperation Economique
CEPGL	- Communaute, economique des pays des Gronds Lcs
CIDA	- Canadian International Development Agency
COM	- Communications
EADB	- East African Development Bank
ECGD	- Export Credit Guarantee Department (U.K.)
ECOWAS	- Economic Community of West African States
EDF	- European Development Fund
EEC	- European Economic Community
EIB	- European Investment Bank
ESAMI	- Eastern and Southern African Management Institute
AFESD	- Arab Fund for Economic and Social Development
FAC	- Fonds d'aide et de cooperation (France)
FINNIDA	- Finnish International Development Agency
FRG	- Federal Republic of Germany
IACC	- Inter-Agency Co-ordinating Committee
IBRD	- International Bank for Reconstruction and Development
ICAO	- International Civil Aviation Organization
IDA -	- International Development Association
IDB	- Islamic Development Bank
ILO	- International Labour Organization
IMF	- International Monetary Fund
IMO	- International Maritime Organization
IPCD	- International Programme for Communication Development
ITU	- International Telecommunications Union
KBO	- Kagera Basin Organization
KFD	- Kuwait Fund for Development

KFW	- Kreditanstalt fuer Wiederauf baic (FRG)
LDC	- Least-Developed Countries
MET	- Aeronautical Meteorology Field
NORAD	- Norwegian Agency for Development
OAU	- Organization of African Unity
ODA	- Official Development Assistance
OEOA	- Office for Emergency Operations in Africa
OPEC	- Organization of Petroleum Exporting countries
OPMET	- Operational Meteorological data
PANAFTEL	- Pan-African Telecommunications Network
PATU	- Pan-African Telecommunications Union
PMAWCA	- Port Management Association of West and Central Afica
PTA	- Preferential Trade Area
RAFC	- Regional Area Forecast Centres
SATA	- Southern African Telecommunications Administration
SADCC	- Southern African Development Co-ordination Conference
SATCC	- Southern African Transport and Communications Commission
SFD	- Saudi Fund for Development
SIDA	- Swedish International Development Agency
SIFIDA	- International Financial Co-operation for Investment and Development in Africa
SUDOSAT	- Interim Satellite Khartoum - Port Sudan connection in operation
TAHA	- Trans-African Highway Authority
TAZARA	- Tanzania - Zambia Railways
TCAH	- Tripoli Windhoek Trans Central African Highway
TEAHA	- Cairo-Gaborone Trans-East African Highway Authority
TRRL	- Transport and Road Research Laboratory
UAR	- Union of African Railways
UDEAC	- Central African Customs and Economic Union
UNCTAD	- United Nations Conference on trade and Development
UNESCO	- United Nations Educational, Scientific and Cultural Organization
UNSO	- United Nations Sudano-Sahelian Office
UPU	- Universal Postal Union
URTNA	- Union of National Radio and Television Organizations of Africa
USAID	- United Stees Agency for International Development
WADB	- West African Development Bank
WAFS	- World Area Forecast System
WFP	- World Food Programme

CHAPTER I

OVERVIEW AND SUMMARY

1. This year's Annual Progress Report on the United Nations Transport and Communications Decade in Africa (1978-1988), UNTACDA, comes only a few months after the 1984 Annual Report (E/ECA/TCD/24). It will therefore emphasize only development and aspects which were not covered in last year's report. Readers are referred to the 1984 Report for topics which were adequately covered in that report. It is expected that subsequent annual progress reports on UNTACDA will cover a full year of the reporting period.

2. There were several significant developments that affected the implementation of the Decade programme in 1985. Of particular impact was the economic crisis that continued to affect Africa and adversely affected the implementation of all development projects of the continent, including the UNTACDA projects. The contribution of the international community to the financing of the Decade programme was similarly affected since world attention continued to focus on the crisis. Despite all these, significant progress was still achieved in this second year into the second phase of the Decade programme. Some of the key developments are summarized below.

3. In the presentation of the second phase programme approved in Conakry in 1984, projects were classified according to the nature of problems they were designed to address. These categories are: maintenance and rehabilitation, training and techical assistance; inter-state links; regional and subregional; other national projects. Priorities in implementation were supposed to be accorded similarly.

4. Progress in implementation up to the end of 1985 is accordingly shown in Table I in order to show how these priorities were reflected in actual performance as reported to ECA. Since the categories of the transport sector differed slightly from those of communications sector, each sector will be summarized separately.

5. Thirty-eight of the 578 second phase projects in the transport sector (6 per cent) are completed, 106 (18 per cent) are still under implementation. these are divided as follows:

(i) Maintenance and Rehabilitation - Projects designed to improve the performance of existing infrastructures and institutions. Of the total of 133 projects representing 23 per cent of the sector programme, 8 are reported completed and 30 under implementation. This means that 29 per cent of the projects are either completed or under implementation.

(ii) Training and Technical Assistance - These are projects geared towards development of training institutions in Africa in order to improve the levels and numbers of qualified transport personnel. 75 projects were planned, out of which seven are completed and 11 still under implementation for 24 per cent implementation rate.

(iii) Inter-state links - These comprise the largest category, 197 or 34 per cent of the sector total. These include 17 transport corridors running mainly from coastal countries to the hinterlands; as well as the trans-African highways and intra-African air links. 17 projects (8 per cent) are reported completed, and 29 (15 per cent) are still under implementation. The most progress is reported in the roads subsector.

(iv) Regional/Subregional projects - 33 projects are classified in this category, representing projects to be implemented jointly by two or more countries. Implementation of these projects has continuously shown poor records. Only one is reported as completed and three under implementation.

(v) National Priority Projects - This category includes all other national projects not included under the first three categories. These are projects of high priority development of the national transport systems which also must connect with the sub-regional and regional systems. A total of 140 projects are included in the second phase programme; five are reported completed, 33 under implementation;

Table I

UNTACDA Project Status by Mode and by Nature, 1985

Nature of projects	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
TRANSPORT																								
Maintenance and Rehabilitation	42	-	11	36	4	13	5	-	-	17	-	3	20	3	3	13	1	-	-	-	-	133	8	30
Training and Technical Assistance	9	2	3	9	2	2	19	-	-	7	-	-	26	2	6	4	-	-	1	1	-	75	7	11
Inter-State Links	123	10	23	21	6	5	3	-	-	13	-	1	15	1	-	17	-	-	7	-	-	197	17	29
Regional/Subregional	7	-	2	4	1	0	7	-	-	9	-	1	3	-	-	5	-	-	2	-	-	33	1	3
National Priority	55	2	11	14	0	3	4	-	-	27	-	11	33	1	6	6	2	-	1	-	2	140	5	33
Total	236	14	50	84	13	23	38	0	0	70	0	16	94	7	15	45	3	0	11	1	2	578	38	106

	TELECOMMUNICATIONS			BROADCASTING			POSTAL SERVICES			TOTAL		
	A	B	C	A	B	C	A	B	C	A	B	C
COMMUNICATIONS												
Rehabilitation and maintenance	15	-	2	8	-	2	3	-	-	26	-	4
Training	22	-	-	14	3	2	16	-	1	52	3	3
Technical Assistance	5	-	-	9	-	-	10	3	2	24	3	2
Regional/Subregional	75	9	22	3	-	-	17	-	3	95	9	25
National priority	99	3	21	87	6	6	89	-	11	275	9	38
Total	216	12	45	121	9	10	135	3	17	472	24	72

A. Number of projects planned

B. Number of projects completed

C. Number of projects under implementation

6. In the communications sector, a total of 472 projects were included in the second phase programme. 24 are reported completed and 72 (15 per cent) still under implementation. By nature of projects, they can be broken down as follows:

(i) Rehabilitation and maintenance - of 26 projects none has been completed and only four are under implementation.

(ii) Training - 52 projects were classified under training; three are completed and three more are still under implementation.

(iii) Technical assistance - 24 projects were programmed, but only three are completed and two more under implementation.

(iv) Regional, subregional and national projects with subregional impact- Includes projects such as the PANAFTEL Network as well as mail sorting and transit centres. Out of the 95 projects, nine are completed and 25 are under implementation.

(v) Other National - This category contained the largest number of projects 275 in all. Nine are reported completed and 38 are under implementation.

7. In terms of financing, a total of $3,707 has been obtainedto date representing 20 per cent of the programmed cost of $18,255. Of this $1,537 m or 42 per cent is from the African government sources and $2,170 m (58 per cent) was raised from external sources.

8. On project basis, national projects continue to attract more financing than purely regional/subregional projects. Progress in implementation also reflects this bias. This implies that the specialized UN agencies (including ECA) and the inter governmental organizations responsible for development programmes in transport and communications sectors in Africa, must make added efforts in order to achieve the desired levels of implementation of the regional and sub-regional projects.

9. On the other hand, the African governments must be commended for the great effort they have put into the development of transport and communications systems in their countries. If the present levels of activities are increased, or at least maintained, great progress shall have been made in the implementation of the Decade programme by 1988.

10. Progress in the implementation of regional and subregional projects continued to be modest, despite the general acknowledgement that this category of projects is crucial for achieving the physical integration of the continent in accordance with the objectives of the Lagos Plan of action and the Final Act of Lagos, and clearly articulated in the presentation of the Second Phase Programme. Nevertheless, the various United Nations specialized agencies, African regional and subregional organizations as well as the international community at large, continued to make significant contributions to these programmes.

11. In the course of the year, ECA as the executing agency of the Decade programme, continued its fund raising activities, including the successful organization of the technical consultative meetings on postal services, air and rail transport. These meetings were held jointly in Brazzaville, Congo, in November 1985.

12. Regarding the Decade Secretariat, ECA succeeded in fully restaffing the Co-ordination Unit with the recruitment of the Co-ordinator and one Deputy Co-ordinator for Communications. It is expected that the Co-ordination Unit will increase its effectiveness in co-ordinating the execution of the projects, including raising funds, monitoring the projects as well as publicizing the Decade programme.

13. The rest of this Report is organized as follows: In Chapter II, progress in the implementation at national level is reported. Chapter III presents results of implementation of regional, subregional and inter-state link projects. Contributions of the United Nations Specialized Agencies and other bodies and African Inter-governmental Organizations to the implementation of UNTACDA are summarized in Chapter IV. Chapter V discusses the co-operation and support from the inter-national community in the implementation of the Decade. Finally, special developments, issues and problems of significance that took place during the year are presented in Chapter VI.

CHAPTER II
IMPLEMENTATION OF THE SECOND PHASE OF THE DECADE AT THE NATIONAL LEVEL

A. Introduction

14. Except for a few subregional and regional projects, the Decade programme is designed to be implemented at the national level. Even inter-state links, such as the Trans-African Highways and the Pan-African Telecommunications Network, are effectively implemented by the individual countries concerned, of course, with the necessary co-ordination with the neighbouring states. As a result , progress in the implementation of the Decade projects will be analyzed at the national level.

15. In the 1984 report, the problems encountered in the implementation of Phase II projects at the national level were discussed in great detail. Although most of these problems still prevail today, the present report will focus on the progress achieved to date in implementing these projects.

16. The analysis is based only on those projects on which reliable information on the financing and status of physical implementation were obtained. The reference point for the number of projects planned and for the estimated costs is the approved programme of action for the second phase, 1984-1988. The projects on which information was available are classified as follows:

Projects completed to date; Projects under implementation -those construction, repairs or installation projects that have progressed beyond

the engineering studies, and those purely study-related projects which are being undertaken; and other category of projects classified as pre-feasibility of feasibility studies which are expected to lead to implementation.

B. Progress in implementation of second phase projects

17. Table 2 summarizes the status of implementation of projects in the second phase at the national level based on information available at year-end, 1984 and 1985. The number of projects on which information was available increased by almost fifty per cent from 253 in 1984 to 381 in 1985. The 1985 sample of 381 projects represents 36 per cent of the 1,050 projects contained in the second phase programme. This is one indication that there has been some improvement in the monitoring of the Decade projects as well as improved information exchange with member countries. It is hoped that member States continue to provide all the necessary information to ECA so that future reports would be more accurate.

18. Out of the 381 projects monitored in 1985, 46 or 12 per cent have been completed, and 171 (45 per cent) are under implementation.

19. In terms of financing, a total of $3,793m has been reported as raised at year-end 1985, representing 21 per cent of the programme total cost of $18,255 m. This is a very encouraging progress over 1984 when the 253 monitored projects had attracted only $1,638m or nine per cent of the total programme cost. The financing status shown here only reflects that of national projects on which some action (prefeasibility, feasibility, engineering or implementation) has been initiated. Since the sources of external financing are not consistently identified the figures given here should be considered as approximations only. A more comprehensive account of financing of all projects for which financing sources were identified is included in chapter V of this report.

Table 2. Progress in Implementation of Phase II Programme: At National Level

Sector	Total No. Projects in Plan		Number of Projects monitored		Projects Completed to date		Projects with Partial/Total Financing Projects Under Implementation		Total Financing obtained to date $M	
	Number	Cost $M	1984	1985	1984	1985	1984	1985	1984	1985
Road	236	5,098	70	82	2	14	27	49	396	947
Rail	84	5,617	23	31	0	2	7	19	885	1,673
Maritime	38	483	3	0	0	0	0	0	0	0
Ports	70	1,850	18	22	0	0	4	14	71	503
Air	94	923	24	34	1	5	9	12	74	110
Inland Water	45	326	5	7	0	0	3	3	26	26
Multimodal	11	27	2	4	1	1	0	2	0.1	0.1
Total transport	578	14,324	149	180	4	22	50	99	1,452	3,259
Telecommunications	216	2,692	38	102	2	12	19	45	157	484
Broadcasting	121	716	33	46	6	9	7	13	22	35
Postal	135	523	33	53	1	3	4	14	7	15
Total Communications	472	3,931	104	201	9	24	30	72	186	534
Total Programme	1,050	18,255	253	381	13	46	80	171	1,638	3,793

Note: All projects to be implemented on subregional basis are excluded.

C. Sector results

20. The following is a summary of the key results of the progress of projects in each sector. Tables summarizing sector progress are shown in Annex 1.

(i) Roads and Road Transport

21. Of the 236 roads projects included in the second phase programme monitoring information was available on 82 (35 per cent), with an estimated cost of $1,950m, or 38 per cent of the total sector programme cost of $5,100 m. A total of $947m has been obtained, roughly equally from local and external sources.

22. As of year-end 1985, 49 projects were reported to be under implementation and 12, which are mostly studies, completed. This is a significant improvement over 1984 when only two projects had been completed and 27 were under implementation out of a reported total of 74 projects.

23. In terms of physical impact, the roads programme contained projects that would add a total of 11,440 km of new roads to the Continent's network but none has been completed.

24. It is noteworthy that the majority of projects either completed or under implementation are for inter-state links, an area the Decade programme lays great emphasis on.

(ii) Railways and Rail Transport

25. Progress in the implementation of projects in this sector has been very closely monitored by ECA. Of the 84 projects included in the second phase programme, three have been deferred beyond the Decade and one national project subsumed into a subregional project.

26. At the national level, 31 projects are reported to have received partial or total financing as of year-end 1985, costing an estimated $3,160m. Of the total cost, $1,637 (53 per cent) has been secured: $640M from local and $1,033 M from external sources.

27. In terms of physical implementation, two projects are reported as completed (a training programme and purchase of equipment), 19 are under implementation. It is important to note here that this sector has more projects implemented on subregional (especially Tazara) than at the national levels. Additionally, note must be taken of the fact that given that these projects take long to complete, there are several projects started in the first phase which are still on-going at this time. Therefore, the level of activity in the sector is much higher than shown in the discussions of this chapter.

(iii) Ports

28. There are 70 projects in the Phase II programme. Monitoring data was available for 72 projects (31 per cent sample), costing an estimated $650m

or 35 per cent of the sector total cost of $1,850m.

29. Of the 22 monitoring sample, 14 are under implementation and none reported as completed. A total of $503m financing has been secured; $466m from local sources and $137m from external sources. However, the financing data is highly distorted by the $301m cost of three projects in one country which are fully locally financed.

(iv) Air Transport

30. Information was obtained for 34 out of the sector total of 94 projects; 5 were completed and 12 were under implementation. Except for one rehabilitation project, all the completed projects are either training or study related. Thus, no major construction project has been completed to date.

31. As regards financing, the 34 identified projects cost an estimated $387m of which $110m (28 per cent) has been secured; $61m from local and $49m from external sources.

(v) Inland Water Transport

32. Progress in this sector has been poor. Monitoring data was available for only seven projects out of the programmed 45. Of these, three are under implementation and none completed to date. Except for one large project in Gabon, financing has been negligible.

(vi) Multimodal Transport

33. There were 11 projects in the second phase programme. Out of the four projects on which monitoring data was available two are still under implementation and one, a study project, has been completed.

34. A total of $6.51m has been mobilized; $3.14m from local and $3.37m from external sources. This represents 29 per cent of the $22.58m cost for the four projects.

(vii) Telecommunications

35. There are 216 projects in the Phase II programme for the telecommunications sector, costing an estimated $2,776 m. Monitoring data was obtained on 102 projects, or 47 of the total, costing $717 m (16 per cent of total cost).

36. The results of the sample monitoring data show that 12 projects have been completed, and 45 under implementation, representing implementation rates of 12 per cent and 43 per cent, respectively.

37. In terms of financing, $484 m has been secured, representing 68 per cent of the sample cost of $717 m.

38. The physical impact of the Decade projects in the telecommunications infrastrucutre development may be measured, in part, by the increase in telephone exchange capacity. There were 20 projects to install new exchanges with net capacity of 305,250 lines. These would cost on the average $1,110 per line. Of these, only one project in Swaziland (TEP-42-003) is reported to be completed, adding 2,500 line capacity to the country's telephone network. Additionally five projects are under implementation, with a net capacity of 13,600 lines.

(viii) Broadcasting

39. Out of a total of 121 projects in this subsector, monitoring information was available on 46 projects, or 38 per cent of the total. Of these 46 projects only nine have been completed and a further 13 were under implementation; representing sample implementation rates of 15 per cent and 28 per cent, respectively. In terms of financing the 46 projects cost $193.2 m or 25 per cent of the total estimated cost of $769.4m. Pm;u $ 34.6m has been secured to date; $13.05m from local sosurces and $21.58m from external sources.

40. It is clear from the available information that progress in implementing broadcasting projects has been very slow. It has been argued that the benefits of this sector are difficult to measure in economic terms and the financial returns are unattractive to potential investors. As a result, development banks are reluctant to finance these projects, and funding is therefore restricted to national and bilateral resources.

(ix) Postal services

41. Implementation of projects in this subsector has been disappointing. Of the original 135 projects in the Phase II programme six have been cancelled and three combined.

42. Monitoring data was obtained on 53 of these projects representing 39 per cent of the total. Only three projects have been completed and 14 are under implementation, for sample implementation rates of six per cent and 26 per cent respectively.

43. In terms of financing, only $14.93m has been secured, or seven per cent of the monitoring data cost of $212m. Of these, $10.6m was from local and $4.33m from external sources. Clearly, there is little external support for the subsector.

CHAPTER III

IMPLEMENTATION OF REGIONAL, SUBREGIONAL AND INTER-STATE LINK PROJECTS

A. TRANSPORT

1. Inter-State link projects

44. In the 1984 Annual Report, the importance of this category of projects was fully explained and to recapitulate, the success of the Decade programme shall in the final analysis be determined by the ease with which the flow of traffic of goods and persons move among African countries, as a direct result of the implementation of the regional, subregional and inter-State link projects contained in the second phase programme of the Decade.

45. It is well established that this category of projects, unlike others, requires an extreme degree of co-operation and co-ordination among the countries directly involved in their implementation. This is because of (i) the joint commitment which must be reaffirmed and concretized by joint responsibility in seeking and/or guaranteeing the requisite resources; (ii) the policy and procedural requirements of most financial/lending institutions for the joint submission of projects involving more than one beneficiary; and (iii) the regular allocation of funds for regional/subregional projects by some donors/organizations (UNDP, EDF, etc.) which can only be utilized on the basis of requests jointly submitted by all the countries concerned.

46. The 1984 report revealed not only slow and little progress made in the implementation of regional, subregional inter-State link projects, but also the lack of information on their status even where implementation was in progress. This current report is similar to the previous ones in respect of the two above-mentioned problems, in spite of the general acknowledgement that this category of projects is crucial for achieving the physical integration of the continent in accordance with the objectives of the Lagos Plan of Action and the Final Act of Lagos.

(a) Transit transport corridors

47. Mombasa-Nairobi-Uganda-Rwanda-Burundi: There are twelve projects on this corridor and available information is as follows: Kenya has completed feasibility studies of surfacing the Kisumu-Yala road; Uganda has completed modernization of the telecommunications/signalling system on the Tororo-Kasese rail link section. However the total cost of the project has increased from US$6.1 to US$16.1 million and US$4.6 million is still being sought to completely implement the project; the acquisition of railway wagons by Uganda is ongoing, but the total cost has increased from US$25.0 to US$34.71 million and there is a shortfall of US$8.86 million; Tanzania is carrying out studies on lakes Tanganyika and Victoria; Uganda has changed the title of INP-46-001 to "Rehabilitation of Marine

Services" and the project cost has increased from US$0.60 to US$1.13 million, with most of the funds still being sought; and Uganda has merged MMP-46-001 and 002 under the new title "Containerization of rail traffic", with a combined increased cost of US$8.41 million, compared to the original cost of US$0.14 million, about US$5.02 million of which is still being sought.

48. Dar-es-Salaam-Rwanda-Burundi: Of the eleven projects on this corridor, current information indicates that the expansion of the port of Dar-es-Salaam is still continuing and that US$27 million was secured; Rwanda has completed the feasibility study and the construction of transit warehouses at Isaka should commence by the end of 1986.

49. Dar-es-Salaam-Zambia: No information is available on the twelve projects on this corridor.

50. Nacala-Malawi-Zambia: Malawi has completed a study for the construciton of container terminals at Blantyre, Lilongwe and Balaka at a cost of US$3.4 as against US$1.05 initially estimated.

51. Beira-Zimbabwe-Zambia: Zimbabwe has completely financed the study of ROP-50-005, but this will be carried out simultaneously with ROP-50-002, since both are on the Harare-Mutare corridor; and Zimbabwe has completed the pre-feasibility study of the Zvishavane-Chccualacula road.

52. Maputo-Swaziland: No information was available on any of the three projects.

53. Lobito-Zaire-Zambia: No information for the current reporting period.

54. Pointe Noire-CAR-Chad: The Central African Republic obtained US$2 million towards the improvement of Bossembele-Bassangoa-Bedaoyo road, and another US$2 million for the study of the Sibur-Sido Kaga-Bombassa section of the Brazzaville-Bombassa highway, which is now in progress; Congo has completed study on the expansion of the port of Pointe Noire, and Congo's expansion of facilities at the port of Brazzaville is in progress and US$4.93 million was obtained for this, leaving a short-fall of about US$23.77 million.

55. Douala-CAR-Chad: Cameroon completed feasibility studies and work is at an advanced stage on the realignment of the Esaka-Maloume section of the Douala-Yaounde railway and out of the total increased cost of US$300 million from US$80 million previous estimate, some US$240 million has been spent or is available and there remains a short-fall of US$60 million.

56. Port Harcourt-Chad: No information available.

57. Lagos-Niger-Chad: No information available.

58. Cotonou-Niger: Benin has prepared tenders for the construction of the Dassa-Zoume-Parakou road.

59. Lomé-Niger: The cost of constructing the Ouagadougou-Kaya-Dori road in Burkina Faso has increased from US$36 to US$59.5 million and US$20 million has been secured so far for the works; construction of the Pada N'Gourma-Pama road in Burkina Faso is in progress and while the cost has slightly increased by US$1.3 million, US$13 million has been obtained for the works.

60. Abidjan-Burkina Faso-Niger: There has been no new information on the ten projects in this corridor during the reporting period.

61. Abidjan-Mali: The study on the Sidasso-Koloko road by Mali is in progress and the total cost of US$0.35 million has been provided locally; reconstruction of the Bamako-Bougouni road in Mali is similarly in progress and the total cost of US$20 million is completely provided for both from foreign (US$18.0 million) and local (US$2.0 million) sources. The project was initially estimated at US$30.0 million.

62. Dakar-Mali: Mali has completed a study on the Kayes-Nioro road at a cost of US$0.9 million through a USAID assistance; the study by Mali of the transfer of the goods station from Bamako to Korofina has also been completed, and Senegal has completed a study on the construction of a container terminal at Dakar and US$10 million out of the total construction cost of US$26.5 million has been secured from foreign sources.

(b) Intra-African air transport links

63. Of the three regional/subregional projects contained in the second phase programme, the first phase of the study on an optimum system of connecting flights among airlines in Africa, has been completed through French assistance.

64. With respect to the seven national projects, only the feasibility study of the development of Bobo-Dioulasso in Burkina Faso is in progress, through a French assistance of US$1.38 million. The total cost of the project has increased from US$8.0 to about US$20.21 million.

2. Projects of crucial importance for the development of transport in Africa

(a) Trans-African Highways

(i) The network

65. A detailed historical background and rational for the existing and planned trans-African highways, including ECA's efforts over the years was given in last year's report (E/ECA/TCD/24 paras. 68-72) and need not be repeated here. Below is therefore a description of activities which took place in 1985 with regard to the highways.

(ii) The African Highway Master Plan

66. During 1985, ECA prepared draft terms of reference which were submitted to the Italian Government for assistance in the preparation of an African Highway Master Plan during the biennium 1986-1987.

(iii) Implementation of UNTACDA Trans-African Highway projects in 1985

67. Lagos-Mombasa Trans-African Highway: Studies on the Sibut-Bambari-Bangassou road (560 km) in the Central African Highway are under way at an estimated cost of $.3m. No further information is available relating to other projects on this Trans-African Highway.

68. Feeder roads to the Lagos Mombasa Trans-African Highway: Studies in the Congo, on a road between Kikala-Loubamo and the Gabon border are in progress, and actually the work between Kinkala and Loubomo, estimated to cost US$5.0 million is at an advanced stage. In Rwanda finance in the amount of US$14 million (out of a total estimated cost of $61 million) has been secured for the construction of a Kayonza-Kagitumba road, 127 km long. External finance in the amount of US$47 million is still being sought. Information on the remaining feeder roads is not available.

69. Cairo-Gaborone Trans-East African Highway: Pre-feasibility study of the entire Cairo-Gaborone Highway is in progress, under the auspices of the Economic Commission for Africa, and financed by the Government of Canada. The study of the Azezo-Metema road segment, (21 km) and the feasibility study for strengthening of the Modjo-Awasa road segment (205 km), both in Ethiopia have been completed, and the study of the Arusha/Dodoma/Iringa road segment (661 km) in Tanzania is under way.

70. Feeder roads to the Cairo-Gaborone Trans-East African Highway: The surfacing of Thika-Garissa-Liboi road (558 km) in Kenya is expected to start in January 1986, with international assistance of $32.98 million. Another Kenya "Feeder" road project, bitumen surfacing of the Garissa-Garsen-Malindi road (451 km) is in progress with local resources of $20 million. In Somalia, finance has been secured for the Berbera-Djibouti Road (220 km), and the Somali-Kenya road (260 km).

71. Trans-African Highway network in West Africa: Construction of the West African portions of the Trans-African Highway network took a step forward in May 1985 when the Ministers of the region met to discuss ways to obtain financing for the missing segments. The network in West Africa consists of two main roads: the coastal route from Lagos to Nouakchott along the Atlantic Coast and the Dakar-N'Djamena highway (a part of the Dakar-Djibouti Trans-African Highway) which connects the capital cities of several land-locked Sahelian countries.

72. Lagos-Nouakchott Coastal Highway: Considerable progress has already been made on this coastal route. Construction contracts have been signed in several of these countries, although major gaps are still to be found, particularly in Guinea, Liberia and Cote d'Ivoire. Senegal, Gambia and Guinea Bissau received financing worth 10 million ECUs or $7.5 million from the EDF for the Dakar-Banjul-Bissau highway. The amount was used to finance construction of the Madinaba-Seleti road (13 km) in Gambia and the Seleti-Diouloulou-Bignona (13 km) road in Senegal, and also to construct some structures in Guinea Bissau, namely five bridges and five dykes. The sections of the highway remaining to be constructed are:

- The Ziguinchor-M'Pack (14 km) road in Senegal, estimated to cost $2.7 million and the engineering studies have been completed with local appropriation of $0.22 million.

- In Guinea-Bissau the construction of the Sao-Vincent-Sao Domingo-M'Pack road is at an advanced stage (75 per cent completed) with the target date for completion being March 1986. The European Development Fund is financing the five bridges on this road.

- In Guinea, the prefeasibility study has been completed for the Boke-Quebo road (206 km) at a cost of $2.0 million made available by CCCE. The Kuwait Fund has also financed the approximately 200 km road linking Boke and Dobreka. So far, funds have not been found for its construction, or for the feasibility study of the 120 kilometer segment from Dobreka to the Sierra Leone frontier. Furthermore, the study has been completed for the Forecariah-Pamelap road (43 km) and bitumen surfacing is in progress.

- In Sierra Leone, bids have been received for a 70 kilometer segment from the frontier to Port Loke, and work has been virtually completed on the first 46 kilometers between Bo and Bandajuma.

- In Liberia, a 79 kilometer segment from the border to Kle started in December 1984 is under construction and the project, costing $17 million will take two years to complete. For the section Tappita-Tobli-Cote d'Ivoire border, the engineering studies financed by the ECOWAS Fund were completed in 1985.

- The 140 kilometer stretch in Cote d'Ivoire from the Liberian border to Guiglio is posing construction problems because of the fifteen bridges to be built, but further to the east, the work in Cote d'Ivoire is progressing satisfactorily.

- In Ghana, the section between Accra and the frontier with Togo is under construction. Surveying work is also in progress on the new section Segakope-Akati-Dzodze-Togo border.

- Engineering studies financed by ECOWAS Fund have been completed in Togo for the section Ghana border-Neepe-Agbanakin-Benin border (100 km).

- In Benin, the construction of two bridges, one on the Mano river

and the other on the Sazue river which started in 1984, with international assistance of $1.25m and with other funds provided by BOAD and ECOWAS Fund, is in progress.

73. Feeder roads to Lagos-Nouakchott Coastal Highway: In Guinea, the feasibility study of the Mamou-Dabola-Kouroussa-Kankan road (410 km) was completed with the assistance of the E.D.F. in the amount of $1.6 million which also financed the construction of the Xitole-Maputo-Contabone-Quoko road (38 km) in Guinea Bissau as well as the study of the road between Nouakchott and Nouadbibou, (450 km), which was completed at a cost of $1.00 million. In Sierra Leone, partial international financing was secured, in the amount of $0.3 million, for the study of the Waterloo-Masiaka road (44 km), $0.21 million of which is still being sought to complete the study.

74. The Dakar N'Djamena Trans-Sahelian Highway: During meetings of the inter-State Committee in charge of monitoring the project, Senegal and Mali decided that the section of the highway in their territories should be re-routed southwards in order to develop the southern regions of their two countries. The new route would therefore be as follows:

- In Senegal, construction of the 61.5 km Kedougou-Saraya road is under way, with an amount of $10.5 million provided jointly by the EDF and the Saudi Fund for Development. Construction is expected to be completed in February 1987. Engineering studies on the 170 km Tambacounda-Kedougou section of the highway is under way with $1 million financing made available by the Saudi Fund for Development

- In Mali, Senegal border -Bamako (380 km). The Islamic Development Bank (IDB) has made available financing worth $1m for undertaking the feasibility and engineering studies on these roads.

- In Burkina Faso, the feasibility and engineering studies for the section Bobo Dioulasso Orodara, Mali Border (131 km) financed by the ECOWAS Fund will be carried out in 1986.

75. Dakar-Djibouti Trans-African Highway: Senegal has completed studies for the construction of the Tambacounda-Mali border road (360 km), with international financing made available in the amount of $0.113m, and an amount of $22.49 million, is still being sought from external sources to complete construction.

76. Feeder roads to the Dakar-Djibouti Trans-African Highway: In Guinea, the feasibility study of the Koukan-Moundiana Podogo road (287 km) was completed with external finance from the EDF. Again in Guinea, the feasibility study on the Labe-Tambacounda road (which is a feeder to the Trans-African highway) was completed in 1982 with financial assistance worth $0.025m from the EDF. In Senegal, a 25 km section of the same road (the Nidina Gounoss feeder) was completed in 1985 with financial assistance worth $3m provided by Algeria, OPEC and the EEC.

77. Algiers-Lagos Trans-Saharan Highway: Feasibility study was completed for the construction of the Ogadez-Tanout-Zinder road (430 km) in Niger,

with external assistance of $5.23m and local financing of $3.00m. Preparation of specifications and tender documents are in progress.

(b) Optimal Development of air transport

78. The study on the optimal development of air transport in Africa discussed in last year's report was completed during 1985, with the major conclusion that four major air traffic bands are necessary for the development of efficient air services and the physical/economic development of the continent. These are: North band, from Cairo to Casablanca; Sahelian band, from Djibouti to Nouakchott; Equatorial band, from Seychelles to Freetown; and Southern band from Mauritius to Malabo.

79. The technical committee on air transport set up in accordance with the Mbabane Declaration on Freedoms of the Air will carry out more indepth studies on the full development of these bands, in conjunction with the study on air tariff structure, facilitation at air terminals, development of airports infrastructure and navigational aids.

80. It should be pointed out that the Convention on the Establishment of African Tariff Conference, which was adopted in 1980 has not yet come into effect due to lack of the minimum ratifications by African countries. The importance of the signature and ratification of the AFRATC was brought to the attention of states and OAU. So far 16 countries have signed the convention and four countries ratified it. AFCAC, which is the depository of the signature of the convention, is continuing its efforts with the assistance of OAU for more ratification.

81. In follow-up on the ICAO study of African International Air Passenger and Freight Transport in Africa 1984 (ICAO Circular 187-AT/73), a meeting of Directors of Civil Aviation in Eastern and Southern Africa held in Nairobi in February agreed that there should be more active civil aviation participation in the Decade programmes especially at the national level, to ensure that full account was taken of the advantages and requirements of air transport in overall economic and transportation planning. In connexion with the economics of inter-national airports the meeting agreed that states should consider the desirability of establishing autonomous authorities for management of the airports with a view to improving their efficiency and financial results. Subsequently a meeting of states in Eastern and Southern Africa was planned to be held in Nairobi in July 1986 to discuss ways and means of improving the economics of airports and air navigation facilities.

82. Freedoms of the Air: In November 1984, ECA organized the African Conference of Freedoms of the Air which adopted the Mbabane Declaration. In this Declaration ECA was called upon to set up a Technical Committee on air transport in Africa. This committee has been constituted and comprise, apart from ECA, OAU, CAFAC and AFRAA, one representative from the Civil Aviation Authorities and one from the airlines for each of the five subregions of the OAU.

83. At its first meeting held at Dakar in December 1985, the Committee discussed the following items: establishing a common African approach of

the free exchange of the first and second freedoms of the air; centralized data collection, research and analysis on air transport in Africa; ways and means of developing the co-ordination of flight schedules within Africa; promoting multinational and/or joint operation of air services and studies on developing the existing or possible air routes in Africa.

84. Future organization of the work of the technical committee: One of the problems identified, right from Mbabane as posing an obstacle to the success of the work of the committee was the funding of activities and the inclusion of these in the work programmes of ECA and of the organizations concerned. To implement the work programme adopted by the committee, an amount of $40,000 would have to be mobilised annually. ECA was requested at the first meeting of the committee, to mobilize the resources necessary for implementing the programme, but this would not be possible unless the United Nations General Assembly is duly informed by a resolution of the Conference of Ministers of the ECA.

(c) Optimal development of Maritime Transport

85. As in the preceding years, in the sub-sector of maritime transport, attention continues to be focused on those important projects which will promote and strengthen in all respects the transport chains in Africa in order to accelerate the economic development of the continent.

(d) Manpower development for transport and regional training centres in Africa

86. The ECA, UN specialized agencies and various intergovernmental organizations have been involved in the training of transport specialists from various African countries in response to an increasing concern within the region regarding the relative scarcity of the transport sector specialists, which is partly due to inadequate manpower resources in the fields and partly to lack of appropriate training institutions in Africa. In 1985 the following activities were carried out as part of an effort to develop skills and knowledge and increase the supply of staff in the transport sector.

(i) Study on manpower and training needs in transport

87. The first phase of the survey covering general and multimodal transport, being conducted by ECA is about to be finalised. Field missions have been completed and draft report prepared. The consultants who were engaged for the study are revising the draft report which should be ready for distribution to member States in 1986. The second phase of the study, which is modal oriented covering roads, railways, air, inland water and maritime transport is in progress. The final reports shall be completed in 1986 and later distributed to member States as well.

(ii) ECA/ADB/World Bank Seminars on Highway Maintenance (11 to 14 June 1985 and 17 to 21 June 1985)

88. Two seminars were organised as a joint activity between ECA, the African Development Bank and the World Bank. The objective of the seminars was to develop the skills and knowledge of those personnel responsible for highway maintenance in various government ministries and parastatals. The two seminars were attended by a total of sixty three (63) participants from 27 African countries. The seminars were held in Abidjan, Ivory Coast.

(iii) ECA/ESAMI Railway Management Performance Improvement Course

99. The course was organised by ECA in collaboration with the Eastern and Southern African Management Institute (ESAMI) and the Union of African Railways (UAR), with help from the World Bank Staff seconded to ESAMI. The objective of the course was to enable participants acquire knowledge and practical skills as well as an appreciation of the experience of other railways that have undergone adjustment and structural change. It was attended by seven participants representing four African railways.

(iv) ESAMI Port Planning and Management Course (15/8/85 to 13/9/85

90. The objective of the course organized by ESAMI was to improve skills of those responsible for preparing, appraising, and supervising the execution and operations of port investment projects. ECA's assistance included the preparation and delivery of lectures covering port infrastructure and layout, port capacity, port congestion and port planning. The course was attended by nine participants from three countries.

(v) Air Transport Seminar for CEPGL Countries (ARTI30/9/85 to 4/10/85)

91. The seminar was organized by the ECA/MULPOC, in collaboration with CEPGL and was designed to promote co-operation and co-ordination between Air Burundi, Air Rwanda and Air Zaire. It was aimed at identifying the areas and ways of co-operation which the three airlines could implement in order to develop air services between themselves, and with other airlines. The seminar was attended by twelve participants from Burundi, Rwanda, and Zaire; one from CEPGL, two from ECA and one consultant from UNCTAD. It was held in Kinshasa, Zaire.

(vi) ILO/ECA Seminar on Maritime Labour Standards for West and Central Africa

92. The seminar, organized with support from the government of Norway, was held in Brazzaville, Congo from 20 to 30 November, 1985. The output from the seminar will contribute to the preparation of guidelines for updating and harmonization of maritime labour standards in the subregion.

(vii) The Third African Ports Symposium

93. The IMO and PMAWCA, with financial support from the French Government, held a very successful symposium of African Ports in Abidjan, Ivory Coast,

in January 1985.

(c) Development of training centres and training programmes

(i) Air transport

94. The construction of buildings at Mvengue Centre, Gabon, was completed and the centre opened in October 1985. This school was built by the Gabonese Government with administrative, financial and technical support of UNDP, ICAO and AFCAC.

(ii) Maritime transport and ports

95. Port Equipment Specialists Training Centre, Cotonou (Benin) - A study for the establishment of a training centre for specialists in port equipment maintenance and repairs for French-speaking West and Central African countries has been conducted with assistance from the government of the Federal Republic of Germany. Negotiations are underway between PMAWCA and the government of the Netherlands regarding the funding of an on-the-job training project for dredging pilots in West and Central Africa.

96. Abidjan Regional Maritime Academy: In 1985 construction of the first phase which includes most of the laboratories and workshops, was completed and the equipment supplied by Japan installed. Work was also begun on the construction of the second phase which will complete the basic structure of the Academy. UNDP, the host government and other donors continued to provide support to the Academy.

97. Accra Regional Maritime Academy: In 1985, with the resources available from the UNDP, the Governments of Egypt, Norway, and from the host country, it was possible to carry out phase I of the activities shown in the project document. The project was revised in 1985 and new costs estimated at $3.6 million. At the time of reporting $400,000 from UNDP had been provided.

(iii) Railways

98. ARTI - Brazzaville, Congo: The school was not opened in October 1985 as previously planned. However, the $26.25 million cost of the school is totally financed, and 30 per cent of the buildings have been completed. In addition, the Congo government has constructed staff houses, the cost of which is not reflected in the project.

99. Kabwe Centre, Zambia: Following the completion of the first phase study conducted by UAR and ECA, the second phase study to determine the size and construction of the centre is nearing completion. However, financing has not yet been secured.

100. Zaria Centre, Nigeria: Buildings have been completed and the institute is operational, though at this time for Nigerians only. Plans are for extending the services to the subregion.

101. Ghana Railway Technical School: Contract to construct the school was signed in June 1985. The Ghana government will finance most of the $22 million

project, except for $0.5 million equipment to be provided by the IDA.

102. Management Training Centre, Nairobi, Kenya: The original project to establish a centre for training in railway management technique was modified. A decision has been taken instead to utilize the present facilities of the Nairobi Training School, and not construct a new centre. The project will therefore be reformulated.

B. COMMUNICATIONS

1. The PANAFTEL Network

103. The second phase programme contains 69 projects which form an essential part of the PANAFTEL Network. Some of these are listed under national code numbers. The current status of the Phase II projects referred to above is presented in four categories as follows:

Category I	Projects completed by end 1985
Category II	Projects in progress in 1985
Category III	Projects on which action has been initiated
Category IV	Projects on which no action has been notified

104. The achievements reported are due to the considerable efforts made by the countries concerned with the active assistance and support of the various regional and sub-regional bodies such as ECA, PATU, UAPT, ECOWAS, SATCC, UDEAC, KBO, CEPGL, etc., international organizations such as ITU and UNDP and several multilateral and bilateral financing institutions.

105. Category I: Five Phase II projects were completed by end of 1984 and four projects completed during 1985 making a total of nine projects or 13 per cent of the Programme. The estimated cost has been $72 million. The concerned projects are listed in Annex II.

106. Category II: In this category, which covers Phase II projects for which financing has been secured, procurement procedures started or construction commenced. 29 PANAFTEL related projects are included and are listed in Annex III. The estimated value of these projects, many of which will be completed in 1986/1987 is approximately $376 million.

107. Category III: This category covers 24 projects for which in some cases sources of financing have been identified but final agreement to proceed with the projects have not been reached. Others remain, so far, without an identified source of finance. The value of these projects which are listed in Annex IV, amount to an estimated $79 million.

108. Category IV: This final category includes seven projects, two of which have been withdrawn in favour of an alternative project. No action has been reported for the remainder.

109. Summary: It is seen that 45 per cent of the PANAFTEL related projects in UNTACDA Phase II programme have made significant progress, 13 per cent

having already been completed. Financing, in the order of $78 million, has however still to be found for the remaining 24 projects.

2. Regional African Satellite Communications System

110. During the year 1985, the Inter-agency Co-ordinating Committee (IACC) on the Regional African Satellite Communications System concentrated on resources mobilization for the implementation of the feasibility study.

111. Prior to Ninth Meeting, the IACC convened its first Extra-ordinary Meeting at the invitation of its Chairman, OAU, on 10 February, 1985 at the OAU Headquarters, Addis Ababa to consider ADB s proposal to finance from its technical assistance account, the feasibility study project subject to the approval by its Board of Directors. Due to the financial implications of the proposal, the meeting requested ADB to forward its proposal in writing to all members of the IACC to be studied and discussed at their ninth meeting.

112. In March 1985, the IACC convened its Ninth Meeting to examine ADB proposal and prepare for the Donors Conference as well as evaluate its outcome. Consequently, the Ninth Meeting was held in two sessions, that is before and after the consultative meeting with potential donors and financial institutions. During the first session, the committee adopted a document which outlined the agreements reached within the IACC, for the implementation of the study as depicted in the organigram for the organization of the Feasibility Study. The ADB proposal to finance the Feasibility Study through a consessionary loan from its technical assistance account was examined and accepted. It was agreed that ADB's offer would serve as a nucleus for attracting funds as well as assurance of African participation in the finance of the study and would thus ensure the impartiality of the study as well as safeguard the interest of Africa.

113. At the consultative meeting with potential donors and financial institutions which was attended by eight countries and 13 organizations, the European Economic Community (EEC) re-stated its interest in the project and announced its offer to finance, in totality, the cost of the study within the framework of Lome II Conventions. The preliminary reaction of IACC to the offer was that it did not appear to be in conformity with the provisions of resolution ECA/UNTACDA/Res.83/26 adopted by the Third Conference of African Ministers of Transport, Communications and Planning. The IACC, however, welcomed the positive interest of the EEC and requested the EEC to forward its offer in writing to the IACC so that it could give its considered opinion.

114. In evaluating the Donors Conference the IACC affirmed its view that EEC's offer, while being positive was not entirely in conformity with the above resolution. There was, therefore, the need for the IACC to maintain close contacts with EEC with a view to negotiating with its terms and conditions on the granting of aid. In this connection the ITU and the Chairman of IACC were requested to undertake the necessary action.

115. The IACC sub-committee on resource mobilization held a meeting on 14 October 1985 with the EEC to finalize the terms of the EEC grant. The EEC delegation accepted the Terms of Reference for the study but did not substantially change the conditions previously expressed. However, the EEC promised to submit to the IACC its formal offer in writing at a later date.

116. The Tenth Meeting of the IACC was convened in Geneva on 15 October 1985 to review the results of the EEC meeting and consider what actions to take next. It was agreed that action be take n to secure the ADB loan, while leaving the door open for future participation by the EEC and any other parties which might express interest in the project.

117. The achievement of the IACC could be summarized as follows: It has reached agreement on the Terms of Reference and organization of the feasibility study; it has secured $400,000 from the UNDP and $200,000 from ITU, plus promises of finance from UNESCO as seed money for the project. It has initiated action to secure further financing from the ADB; it is continuing negotiations with the EEC on obtaining further financing for the project.

118. In spite of the progress enumerated above, it has come to the notice of IACC that parallel efforts are still being made to undertake a study outside the framework of the IACC. In particular the UAPT Council of Ministers - sponsored AFSAT project is still being pursued.

3. Communciations Manpower development and regional training centre in Africa

119. The preparatory activities for a Manpower and Training needs survey in Communications; that is telecommunications, broadcasting (radio and television) and postal services is now in progress. The survey which is based on current manpower planning methodology in the African region, will be conducted at subregional levels by three teams of consultants. Each team will be composed of three specialists in the fields of telecommunications, broadcasting and postal services respectively. The Terms of Reference and Action Plan have been prepared. Two teams of consultants have been identified. The third team is under organization. The commencement of the study is now scheduled and should be completed by March 1987.

120. After the survey, the consulants will prepare a consolidated report on the training and manpower requirements in the three sectors of communications and make recommendations on the feasibility of strengthening existing national and multinational institutions to also embrace training requirements for non-technical staff and provide courses in areas such as finance, management, personnel, postal services, mechanical aids, etc. to meet identified needs.

121. ECA also undertook direct training activities in 1985. It organized, in co-operation with the Government of the Federal Republic of Germany, a seminar on planning of rural networks held in Lome from 4 to 8 November 1985, for the French-speaking countries of the region. Its objectives were to

provide an opportunity to upgrade the professional competence of senior African officials concerned with the planning of telecommunications services in their respective countries and to provide a forum for exchange of know-how and experience between African and European planners. This seminar follows a similar one held in Addis Ababa in 1984 for English-speaking countries.

122. In the postal services sector, implementation of the following three regional training projects which was started in 1984 continued in 1985.

POP-60-002: Establishment of a multinational postal school at Brazzaville

123. This project aims to construct new buildings and provide equipment for the multinational school. It is a continuation of a preliminary phase of the project which was entirely financed by the Government of Congo and which consisted of starting the courses in temporary buildings. UNDP contribution estimated at $574,000 in 1984 increased to $0.5 million in 1985. A further $0.1 million was allocated in 1985 for experts and audio-visual aid equipment.

POP-60-016: Preparation of modular courses for national and Multinational Schools

125. This project relates to postal training in all African countries. The study was carried out by the UPU with funds provided by UNESCO which has contributed $0.1 million, within the framework of IPDC, for partial implementation of the project in 1986.

POP-32-003: Establishment of a multinational postal training school at Beira (Mozambique)

This project relates to the construction of buildings and the purchase of equipment for use at the regional postal training centre for the five African Portuguese-speaking countries (Mozambique, Angola, Cape Verde, Guinea Bissau, Sao Tome and Principe). The study on training needs for the establishment of the school, carried out by the UPU may be considered as a feasibility study. UPU has proposed to submit the project to UNDP for financing so that training activities could start in temporary premises, and has already received a preparatory assistance amounting to $30,000.

4. Training

126. Assistance in the field of training was provided by various regional and subregional organizations. This took the form of assistance to regional and national training institutions, the organization of seminars and workshops and the provision of instructors. The list of seminars or workshops includes the following:

(i) Workshop on international accounting in telecommunication services, organized by ITU (PANAFTEL) held in Cotonou, Benin, June 1985;

(ii) Planning of Rural Telecommunication Network, Lome, November 1985, organized by ECA and the government of the Federal Republic of Germany;

(iii) World Bank Seminar on telecommunciations policy and management, Harare, December 1985;

(iv) Africa-Brazil Seminar on Telecommunications Development, Sao Paulo, Brazil, November 1985;

(v) Seminar on telecommunication cost studies, Accra, Ghana, December 1985;

(vi) PATU/ECA symposium on satellite communication under the auspices of the UN Outer Space Division took place for French-speaking countries in Lome in March 1983 and for English-speaking countries in October 1985 in Harare.

CHAPTER IV
CONTRIBUTION OF THE UNITED NATIONS SPECIALIZED AGENCIES AND OTHER BODIES AND AFRICAN INTERGOVERNMENTAL ORGANIZATIONS TO THE IMPLEMENTATION OF UNTACDA

A. TRANSPORT

1. Roads and road transport

(i) Road maintenance

127. ECA has recognized the importance of road maintenance for some time and has organized three regional conferences and one special seminar between 1972 and 1983, to enable African highway engineers and officials to exchange experiences with prominent international figures in the field of highway maintenance engineering and economics.

128. In 1985 the ECA organized, jointly with the World Bank and the African Development Bank, and with financial and technical contribution from the Canadian Government, the International Monetary Fund and the UK Transport and Road Research Laboratory, the Second Subregional Highway Maintenance Seminar for West and Central Africa member countries (Abidjan, June 1985) and finalized plans for a simialr one for East an Southern Africa in 1986. Arrangements were also finalized, in a meeting in Paris and Bonn in November 1985, with officials of the World Bank, the Governments of France, the United Kingdom and the Federal Republic of Germany, to organize the Fourth Pan-African Highway Maintenance Conference in 1987. The ECA Road Maintenance Handbook was widely distributed to interested maintenance personnel throughout the African region.

(ii) Highway safety

129. While industrial countries have succeeded to check (and reverse), the ever increasing rate of road traffic accidents, the trend of highway fatalities and injuries in Africa is alarmingly on the rise.

130. Follow-up activities for the organization in 1987 of the Second African

Road Safety Congress to be convened jointly with Nordic countries, continued through 1985. Technical assistance is expected from the French government and the Federal Highway Research Institute of the Federal Republic of Germany.

(iii) Activities of the International Labour Organization

(a) General remarks

131. During 1985, the ILO continued to expand and develop its on-going technical co-operation activities in the field of transport, under its terms of reference which cover the development of human resources, management development and vocational training. A summary of these activities during 1985 is provided in the following paragraphs.

(b) Labour-intensive road construction

132. The main objective of the labour-intensive road construction projects is to develop the managerial organizational and administrative framework at the local level. The projects demonstrate the technical and economic feasibility of labour-based road construction and maintenance, as compared to equipment based methods. Pilot projects and larger scale programmes were operational in 1985 in Ethiopia. Botswana, Mozambique, two new pilot projects were due to start in Gambia and Ghana towards the end of 1985, the latter with emphasis on developing the private sectors' capacity to apply labour-based techniques. Further details are provided hereunder.

133. In Kenya, the ILO is carrying out a detailed study of labour-based road maintenance within the framework of the Rural Access Roads Programme. The prime objective is to assess and if possible quantify the relationship between the climatic and geographical characteristics of rural roads and the resources required to maintain them. A handbook for the village-based "lengthman" maintenance worker is being produced. The outcome of this study will provide useful insights into the effective functioning of labour-based maintenance systems.

134. A practical application of integrated rural transport planning will be the Makete Integrated Rural Transport Project scheduled to start in December 1985 in Tanzania. Also in Tanzania, the ILO organized a Joint Government of Tanzania/Donor Agency meeting in April 1985, whose purpose was to discuss the major constraints affecting rural road improvement and maintenance and to outline corrective measures. The report with a number of recommendations was submitted to the government. A similar meeting was held in Lesotho in March 1985.

135. In Zaire, the ILO collaborated with the World Bank in a project identification mission, whose purpose was to find ways of assisting the Government in maintaining the secondary and local roads (85,000 km long). Future ILO involvement is planned.

In Mozambique, a pilot project is being expanded into a full scale road construction and maintenance programme. Current ILO work has been concentrated on training and supervisory staff, in view of the security situation.

137. A book bringing together ILO research/studies in rural transportation in developing countries was published in March 1985 (Rural transport in developing countries). This book describes the nature of the transport needs of rural people in developing countries and outlines means to provide transport facilities which would better meet the needs of rural communities.

(c) Management development

138. The only management development project undertaken in the field of transport in 1985 was in Egypt. Its aim was to assist the Middle Delta Bus Company. In addition, the ILO provided assistance to Mauritania in the training of mechanics and vehicle maintenance technicians at the Nouakchott Vocational Training and Advanced Training Centre, gave courses for vocational training of automotive mechanics at the National Centre of Vocational Training in Senegal, provided training in automotive occupations for a national industrial training scheme and a vocational training centre in Kampala, Uganda.

2. Railways and rail transport

139. In rail transport, the ILO assisted Egyptian Railways to train technicians and specialists in railways operations, maintenance and repair of diesel and electric locomotives, railways coaches, electric train sets, permanent ways, signalling and telecommunication systems. The training of Egyptian Railways' personnel is organized at the Wardan Centre with a foreseen attendance of above 70 trainees for the next three years.

140. As from mid-September an adviser in railway management was appointed to carry out an assessment of the training needs of staff operating the important rail link between Djibouti and Ethiopia. The emphasis will be on training needs that can be met rapidly and can bring about improvements in operaitng efficiency.

141. Following a request from the Sudan, an official from the ILO's Labour Law and Labour Relations Branch undertook an exploratory mission to Khartoum in August 1985 to look into the possibility of improving labour-management relations in the Sudanese railway system. Following this mission, it was agreed to organize a workshop with the full participation of both the management and the trade unions before the end of October 1985. The Sudanese railway network is an important means of distributing relief supplies.

3. Maritime Transport

(i) MINCONMAR Activities:

142. Shipping: The major activities continued in the field of manpower training, study on the establishment of multinational shipping lines for the transport of bulk cargo, the implementation of the United Nations Convention on the Code of Conduct of liner services conferences and on the improvement of the efficiency of the vairous maritime services in the sub-region. The specific projects in this regard are:

143. SHP-60-020: The field study for the creation of a multinational bulk cargo shipping company for West and Central Africa was completed. Action is now proceeding on the analysis of the results of the field study and on the preparation of the final report by the consortium comprising Norway, Denmark and West Germany under the auspices of MINCONMAR.

144. Meetings were held between MINCONMAR, UNCTAD and ECOWAS member countries to examine the practical modalities of launching the multinational coastal shipping company (component of SHP-60-019 and SHP-60-017) based on the UNCTAD feasibility study report.

(ii) UNCTAD Activities:

145. Shipping investigation unit: UNCTAD continued its assistance to strengthen and place this unit on its solid foundation by providing an expert to assist the regional negotiating committee on freight rate.

146. Maritime Legislation : Work continued in the area with two experts provided by UNCTAD to make analytical summaries for the Anglophone and Francophone member States of MINCONMAR.

147. Harmonization of cargo sharing systems in the West and Central African Sub-region: In the attempts of the member States of MINCONMAR to implement the relevant provisions of United Nations Code of Conduct for liner services conferences, a study was carried out by an UNCTAD expert, with the collaboration of two experts from the sub-region on this subject.

(iii) IMO Activites:

148. Within the framework of the broad objectives laid down in the Decade programme, IMO continued to contribute to the Strategy adopted for the maritime sector by: training African nationals through fellowship placements in institutions both inside and outside the African continent; assisting in the establishment of maritime training institutions in the African continent; training African administrative and technical maritime staff at the World Maritime University; and assisting African governments on the establishments of maritime administrative infrastructures through the IMO's Inter-Regional Sectoral Support Consultancy Services provided with UNDP and other donor fundings.

(iv) ILO Activities:

149. A regional adviser on port operations for East Africa is being appointed initially from mid-September to the end of 1985 to advise governments of countries of East Africa in the field of port labour and port operations with particular reference to: (a) reducing port congestion and the turn-around time of ships; (b) improving the productivity of port labour; (c) reducing the time required for the clearance and despatch of cargoes inland, and (d) the specification of the training needs of dockworkers to sustain improvements in efficiency in the medium term. In establishing priorities with respect both to the ports to be covered and substantive work in each port, the Regional Adviser will collaborate with the main national and international relief agencies involved, and will be briefed by WFP in Rome.

150. In West Africa, an assessment of the training needs of port workers in Sierra Leone has been undertaken at the request of the Port Management Association of West and Central Africa. The Government of Senegal has also requested assistance in preparing a project for extended port training activities utilising existing facilities. Expert services were made available in October 1985.

152. Prior to the appointment of the new regional adviser on port operations for East Africa, the regional adviser on management and small enterprise development based in Addis Ababa had already collaborated with the British ODA in identifying a project for the port of Assab. Stores management, accounting, stevedoring and port maintenance have all been identified as key areas for improved efficiency. WFP, which has experienced critical deficiencies in the handling of food commodities at Assab, has supported the project idea, and financial support may rapidly be available through ODA.

4. Air Transport

(i) Activities of ECA

152. Besides its participation in the activities of AFCAC and AFRAA, ECA organized a seminar on air transport for the member States of the CEPGL in 1985. The principal purpose of the seminar was to study the modes of co-operation including the establishment of a joint cargo airline between the three countries of the CEPGL, which could be extended to transport passengers.

(ii) Activities of the International Civil Aviation Organization

153. Technical Assistance: In the Technical Assistance field, ICAO has been a UNDP executing agency, directing 56 country projects and 5 regional projects in 40 countries in 1985. Additionally, ICAO directed 12 projects financed by trust funds. Some of the outstanding achievements of the past year were the opening of the Multinational Training Centre at MVENGUE (Gabon)

and also the opening of MOSHOESHOE I International Airport at MASERU (Lesotho), Seretse Khama International Aiport at GABORONE (Botswana) and Matsapha International Airport at MANZINI (Swaziland).

154. Facilitation: An ICAO Facilitation area meeting was held in Arusha, Tanzania for States of Eastern and Southern Africa to exchange views on how best to improve facilitation in the area. This meeting also discussed ways of implementing relevant recommendations adopted by the African Conference on Freedoms of the air of Mbabane, 1984. The meeting agreed on a number of conclusions aimed at achieving greater compliance with the international standards and recommend practices adopted by ICAO in the field of Facilitation, particularly regarding: elimination of unnecessary documentary requirements for air transport; simplification and standardization of those documents still considered essential; provision of certain minimum facilities at international airports; and simplification of handling and clearance procedures.

155. Air Tariffs: ICAO published two annual studies on fares and rates: a survey of international air fares and rates (ICAO circular 193-AT/74) indicating among other things how international air fares and rates in Africa compared with those in other regions in the year 1984, and Circular 193-AT/75 on the economies of passenger fares. Included in the latter study was analysis of the main causes of regional differences in fares and costs as well as measures that might be taken to reduce such differences.

156. Air transport statistics: An ICAO workshop on statistics was held in Dakar in December for States of Western and Central Africa to discuss ways of improving collection and utilization of air transport statistics in planning the development of international air transport.

157. Implementation of the ICAO Regional Air Navigation Plan: Civil Aviation activities aimed at the provision of facilities and services for efficient, economic and safe operation of air transport system in Africa following ICAO Africa-Indian Ocean (AFI) Air Navigation plan continued at a slow pace of development than expected. Two major problem areas were identified, namely, lack of trained manpower and serious lack of communications facilities and services.

158. In the Air Traffic Services (AIS) field, ICAO intensified its activities and efforts in asissting States to implement their requirements. In the Aeronautical Information Services (AID) field, many States have, since the inception of the Decade programme, published Aeronautical Information Publications (AIPs) and other mandatory documents. In the search and rescue (SAR) field, ICAO identified the main shortcomings and launched a Special Implementation Project for Search and Rescue in the AFI Region. Substantial efforts were made by ICAO to improve the exchange of Operational Meteorological OPMET data necessary for flight operations. The one year trial of the AFRI Meteorological Bulletin Exchange Scheme (AMBEX) started in 1985.

159. Since the new World Area Forecast System (WAFS) was implemented in 1984, three Regional Area Forecast Centres (RAFC) were identified for Africa:

Cairo, Dakar and Nairobi. Action was initiated by ICAO with the Administrations of Egypt, Kenya and Senegal for the implementation of the three RAFC. Cairo and Nairobi RAFC were equipped with the necessary computers and staffed by qualified personnel.

160. Several countries have not implemented ICAO's recommendations on airport safety. A seminar was organized by ICAO at Dakar, attended by more than fifty representatives of countries and regional and international organizations. The objective of this seminar was to assist the States to better organise and manage their airport safety services, which have a major influence on the development of air transport in Africa.

(c) Activities of ASECNA

161. In 1985, ASECNA carried out the following activities in various member countries of the Agency:

162. (i) Central African Republic: Extension of the Bangui M'Boko Airport; (ii) Congo: Rehabilitation and construction of six provincial airports; (iii) Gabon: Study for the construction of a new airport at Libreville II (First Phase); (iv) Mali: Study on the development and construction of provincial airport at Gao, Mopti and Timbuktu for 727 aircraft; (v) Niger: New airport at Zinder; (vi) Burkina Faso: Improvement of the Bobo-Dioulasso airport; and (vii) Mauritania: Studies on a new internaitonal airport at Nouakchott.

163. ECOWAS undertook a study jointly financed by CIDA, on the West African Airlines Strategy. The report was presented to the third Meeting of experts and chief executives of airlines, held in Lome in November 1985.

B. COMMUNICATIONS

1. Telecommunciations

164. In the field of telecommunications asisstance was provided by ITU, ECA and UNDP in the implementation of PANAFTEL project RAF/81/060 and in the maintenance of the PANAFTEL Network through project RAF/80/018. Assistance for sub-regional projects was also provided by other organizations such as ECOWAS, SATCC and UDEAC. Further, assistance was also provided to individual countries for national projects by organizations such as PATU, UAPT, ITU, ECA and UNDP.

165. The Inter-Agency Co-ordinating Committee (IACC) on a Regional Satellite System composed of OAU, ECA, PATU, URTNA, ADB, UAPT, ITU, UNESCO and AFCAC continued its preparatory activities as detailed in Chapter III, Section B2.

166. Several subregional PANAFTEL co-ordinating meetings were held during the year. The following organizations participated in one or more of these meetings: OAU, ITU, PATU, UAPT, ADB, UDEAC and ECOWAS. The principal meetings were : Southern African Telecommunciations Administration (SATA) Blantyre,

Malawi, 27 September - 14 October, 1985.

167. In addition PATU organized several multi-lateral and bilateral meetings on specific items during the year under review.

2. Broadcasting

168. As an off-shoot of the project Development of Broadcasting (RAF/81/009) which was completed in 1983, a new project Planning and Management Skills Acquisiton in Broadcasting (RAF/84/10) was undertaken in 1985 for the SADCC countries. The project, based in Mbabane, Swaziland, is expected to be completed in 1986. It is jointly funded by ITU, IPDC/UNESCO and FESS of the Federal Republic of Germany at a total cost of $133 million.

3. Postal services

169. UPU continued to support Decade activities throughout the year, especially by collaborating with ECA in organizing the technical consutlative meeting on postal services held in Brazzaville, Congo from 20-23 November 1985. Other activities in the postal services sector besides those reported in chapter III ir which various international organizations contributed, are summarized below. These are projects for the improvement of regional and subregional services.

(i) POP-60-005 "Mobilization of savings through the post, especially in rural areas"

170. This project has partially been executed in favour of the least developed countries, thanks to the contribution of the Federal Republic of Germany amounting to $50,000. The partial implementation of this project was also made possible by the contribution of the UPU estimated at about $40,000, which sponsored missions of consultants and fellowships. In addition to this, UNDP has just provided for $70,000 for the implementation of a feasibility study in 1986.

(ii) Project for the improvement of postal services in the African landlocked countries (formerly numbered POP-15 in the programme of the first phase)

171. This project amounting to $590,000 has been financed by UNDP. It has been realized from September 1983 until February 1985 as far as the operational activities initially anticipated are concerned. This project will continue in 1986 by implementing 5 feasibility studies for sorting and transit centres.

(iii) POP-60-017 "Establishment of pilot offices for postal services in the rural areas of LDCs"

172. A modest beginning of this project has been made with the contribution of IPDC which sponsored a study concerning the elaboration of standard plans (Mali, Niger) and a project document for obtaining financing within this programme.

(iv) POP-60-018 "Preparation of regional and subregional statistical models"

173. This project is under implementation for the preliminary phase for the elaboration of statistical models, thanks to UNDP contribution. However, the most important phase for the application in the field still has to be undertaken.

(v) POP-03-001 "Establishment of a regional postal transit centre at Cotonou (Benin)"

174. The execution of this project has started by means of a technico-economic study carried out in a joint initiative from UPU and the beneficiary country that has raised 960 millions of CFA Francs ($2,201,053 US). The BOAD has been approached in order to get further financing for the project. According to the agreement jointly signed on 14 December 1984 by the office of the PTT of Benin and the BOAD, the loan granted by this bank amounts to 765 millions of francs CFA ($1,610,526 US). The borrower's contribution will be 195 millions of CFA francs.

(v) POP-60-003 "Establishment of workshops for the manufacture of postal equipment"

175. The financing of a feasibility study to be undertaken in 1985 has been granted by the UNDP as a preparatory assistance amounting to $120,000 US.

176. PAPU in collaboration with AFRAV, convened a meeting in Nairobi from 26 to 30 August 1985 to set up a Contact Committee between African postal administrations and airlines. The Contact Committee, composed of ten postal administrations and an equal number of airlines would work to assure better organization of flight schedules, negotiate tariffs and generally ensure the maximum utilization of air transport for air mail.

CHAPTER V
INTERNATIONAL CO-OPERATION AND SUPPORT FOR THE IMPLEMENTATION OF UNTACDA

177. The low savings rates of African countries and the continued dependence on external financing resources to implement development plans which had been taking the attention and resources of the international community have again affected investment in the areas of transport and communications during 1985. The lack of real growth in output and the drought in many African countries since 1982/83 have also played an important role in the low level of implementation of projects in the sector.

178. The UNTACDA phase II programme consists of 1,050 projects for all sectors of transport and communications at a total estimated cost of $10 255 million. Financing so far received has been $3 707 million or 20.3 per cent of the programme total cost. A detailed list of the projects that have attracted financing to date with identified sources is shown in Annex V. The analysis shows that out of the total financing secured $2 120 million or 58.5 per cent was from external sources while $1.537 million or 41.5 per cent was from African countries. This also shows that African countries have continued to finance a big share of the UNTACDA projects regardless of the economic crisis that prevails in the continent.

179. Despite all the above crises ECA has continued the effort to mobilize resources to implement the UNTACDA projects. During the period under review three technical consultative meetings on postal, air transport and railways projects were held consecutively in Brazzaville, Congo from 25 to 28 November 1985. The first ever devoted exclusively to postal projects in Africa to assist African countries to mobilize resources within the UNTACDA programme, was held from 25 to 26 November 1985. The working programme for the meeting contained 134 projects estimated at a total cost of US$527.2 million of which US$110.7 or 21 per cent had been provided through local funding. An evaluation of the donor's reaction to these projects shows that their interest was attracted by 24 projects that are estimated to cost US$40.1 million or 7.6 per cent of all the projects.

180. The meeting on air transport projects in Africa was organized to seek financing for 51 projects costing a total of US$974.1 million out of which US$103.5 had been financed by African countries. Representatives of donor countries made comments pertaining to 24 projects indicating that there were good prospects for their participation in these projects. The cost of such projects was US$157.2 million or 16.1 per cent of the cost of all projects in the subsector.

181. The last meeting and the second of its kind was on railway projects in Africa and seeking to mobilize financial resources for 84 projects including some projects from Phase I of the Decade which still remain unfinanced and those of the second phase programme. These projects were estimated to cost US$5.6 billion. The donors present expressed interest in 13 projects with a total estimated cost of US$460.0 million which represent 8.2 per cent of the total cost of the subsector.

182. Various donors and financial institutions provided financial support for the development of transport and communications in Africa during the period under review. Since it was not possible to obtain the information on all contributions the following financing was only mentioned. The World Bank provided US$519.5 million for transport and communications projects in Africa, out of which US$446.4 million was for transport and US$72.5 million was for communications. For these projects additional co-financing was provided by the African Development Bank (ADB) amounting to US$120.3 million, Italy US$28[illegible] million, Sweden US$17.2 million, European Investment Bank (EIB) US$14.6 million, Netherlands US$10.3 million, World Food Programme (WFP) US$8.1 million, Denmark US$7.9 million, Finland US$6.8 million, United States Agency for International Development (USAID) US$6.1 million, Belgium US$4.0 million, Norway US$3.7 million, Japan US$2.6 million, Federal Republic of Germany (FRG) US$1.6 million, United Nations Development Programme (UNDP) US$1.4 million, and United Kingdom US$0.3 million.

183. In addition to the co-financing with the World Bank, the African Development Bank also provided US$29[illegible].0 million for transport and communications projects out of which US$23[illegible] million was for transport and US$52 million for communications.

184. The Arab Bank for Economic Development in Africa provided US$33.25 million for transport projects in Africa, from which US$2[illegible].0 million was for road construction and rehabilitation, US$5.25 million for railway and US$4.0 million was for air transport.

185. The Organization of the Petroleum Exporting Countries provided US$3.6 million out of which US$2.0 million was for air transport and US$1.6 million for road transport.

186. The United Nations Development Programme, in addition to financing the UNTACDA Co-ordination Unit in ECA and co-financing with the World Bank, has also continued to provide financial support for the development of transport and communications in Africa within the framework of the third cycle programme (1982-1986).

187. In addition to financing of transport and communications projects some donors and financial institutions provided assistance directly to ECA for studies, seminars and training activities as well as to support the co-ordinating functions of the UNTACDA programme. These include the following projects: (i) The ADB, World Bank, CIDA, IMF and UK/TRRL provided financial and technical assistance to ECA for two training seminars in highway maintenance. (ii) Under bilateral co-operation arrangements between ECA and the Governments of France and the Federal Republic of Germany, two railway experts and one telecommunications expert have been provided for the Co-ordination Unit of UNTACDA, and (iii) Under ECA/Brazil co-operation agreement a Brazil-Africa Telecommunications seminar was organized in Sao Paulo in November 1985.

CHAPTER V

SPECIAL DEVELOPMENT ISSUES AND PROBLEMS OF SIGNIFICANCE DURING THE YEAR

188. The year 1985 witnessed several significant development that affected the implementation of the Decade programme. The drought and the economic crisis which had been taking the attention of African countries and the international community, has continued to be a major preoccupation during the year.

190. The Twenty-first Ordinary Session of the Assembly of Heads of States and Government of the Organization of African Unity in Addis Ababa, Ethiopia from 18 to 20 July 1985 was entirely devoted to the economic crisis in Africa. The outcome was a Priority Programme for Economic Recovery 1986-1990 in which transport and communications have been recognized as key elements.

191. The emphasis on maintenance and rehabilitation, training and technical assistance inter-State links, regional and subregional projects given in the second phase programme has now become a reality when one looks at the priority programme adopted by the Twenty-first Summit of African Heads of State. The programme emphasizes the importance of transport and communications in the development of feeder and access roads, and information for the efficient marketing of agricultural products and the supply of the rural sector with basic inputs and essential consumer goods. Under rehabilitation and increasing productivity and efficiency in Africa's food and agriculture sector, emphasis has been given to maintenance and development of feeder and access roads as well as communication channels.

192. The 40th Session of the General Assembly of the United Nations after considering the continued economic crisis in Africa, also passed a resolution to have a special session during 1986 exclusively to review the critical socio-economic situation and to mobilize international assistance to implement the Priority Programme for economic recovery in Africa.

193. The preliminary draft of UNDP Fourth Programming Cycle (1987-1991) has also categorized Transport and Communications as one of the four priority areas for future development efforts in Africa. The other areas are agriculture, development of human resources, water resources and energy.

194. ECA's orientation on areas of transport and communications during the fourth UNDP Programming Cycle would be to re-emphasize the need for effective co-ordination of the development of different transport modes in the planning of subregional systems. Also to put emphasis on maintenance and training and the continued need to ensure a sound financing programme. In short the programme should be seen to emphasize interrelationships among projects as components of a transport system along corridors, to single out maintenance and rehabilitation as priority activities and to lay greater stress on manpower training and technical cooperation.

ANNEX I

State of implementation of the programme at the national level -
1.3 Roads and road transport
Cost in $ million

Country	Number of projects			Total cost	Local financing available	External financing received
	a	b	c			
Benin	5	1	4	17.39	0	7.23
Burundi	1	0	0	61.70	-	41.80
C.A.R	6	4	0	36.12	-	15.0
Djibouti	1	0	0	10.55	0.00	0.55
Ethiopia	5	3	2	50.00	20.25	17.55
Gabon	1	1	0	3.20	3.20	-
Gambia	1	0	0	22.50	-	5.50
Ghana	2	2	0	132.0	50.40	-
Guinea	6	2	4	211.1	10.00	101.10
Guinea Bissau	2	2	0	25.6	-	22.00
Cote D Ivoire	2	1	0	5.00	1.50	2.00
Kenya	6	6	0	200.05	5.00	70.97
Lesotho	1	0	0	61.00	-	0.50
Madagascar	1	1	0	1.00	-	0.13
Mali	5	3	2	30.75	2.55	25.35
Mauritania	1	-	1	1.50	-	1.00
Morocco	1	0	1	3.00	-	3.00
Niger	1	1	0	55.27	3.00	5.23
Rwanda	4	3	1	72.30	9.1	62.55
Senegal	3	3	0	22.0	-	11.00
Sierra Leone	2	2	0	24.03	-	5.55
Somalia	3	0	2	68.7	0.5	1.1
Tanzania	9	9	0	90.5	35.1	24.7
Uganda	1	1	0	14.00	2.37	5.07
Burkina Faso	3	3	0	13.00	3.75	77.5
Zambia	4	3	1	100.30	-	50.-
Zimbabwe	6	5	0	31.02	27.32	8.-
National	91	60	14	1930.21	431.63	573.55
Regional/ Subregional	1	1	-	0.65	-	0.45
GRAND TOTAL	92	61	14	1.30.86	431.63	574.10

a. Number of projects for which reliable data was obtained
b. Number of projects being implemented
c. Number of projects completed

State of implementation of the programme at the national level - 1985
Railways and Rail Transport

Country	Number of projects a	b	c	Total cost	Local financing available	External financing received
Algeria	1	0	0	25.00	-	-
Benin	1	0	0	7.50	-	-
Cameroon	1	1	0	300.30	2.60	297.70
Congo	1	1	0	200.70	40.20	-
Gabon	2	1	0	1510.00	535.00	535.00
Ghana	3	1	0	42.70	21.00	-
Guinea	1	1	0	9.40	-	9.40
Cote D Ivoire[1/]	2	-	-	-	-	-
Malawi	1	1	0	20.00	-	3.00
Mali	5	2	1	61.30	-	35.50
Senegal	1	1	0	83.70	-	60.20
Sudan	1	1	0	136.00	-	12.00
Swaziland	1	1	0	1.10	-	0.80
Tanzania	1	1	0	33.00	1.00	1.10
Uganda	2	2	0	12.10	0.10	11.00
Burkina Faso[2/]	1	-	-	-	-	-
Zaire	4	3	0	331.10	30.40	67.50
Zambia[3/]	3	2	0	12.00	0.50	2.00
Total National	31	17	2	2160.00	634.60	1033.00
Regional/ Subregional	15	4	11	390	35.10	98.60
Total	46	23	13	3550.00	674.7	1131.60

a. Number of projects for which reliable data was obtained
b. Number of projects being implemented
c. Number of projects completed

Notes
1/ Cote D Ivoire 2 projects deferred beyond 1988
2/ Burkina Faso 1 project reformulated into subregional project
3/ Zambia 1 project postponed

State of implementation of the programme at the national level-
- 1985 Ports
Cost in $ million

Country	Number of projects a	b	c	Total cost ($M)	Local financing Available	External financing Received
Congo	3	0	0	84.73	0.06	1.38
Djibouti	2	0	0	2.30	-	-
Ethiopia	1	1	0	15.60	-	+
Gabon	1	1	0	37.50	37.50	-
Ghana	1	1	0	8.00	-	4.80
Guinea Bissau	1	1	0	47.50	-	46.00
Libya	3	3	0	301.00	301.00	-
Madagascar	1	1	0	35.00	-	8.00
Niger	1	1	0	3.30	-	1.80
Senegal	1	1	0	26.50	5.00	10.00
Sierra Leone	3	0	0	3.10	-	-
Somalia	1	1	0	10.00	0.15	-
Tanzania	1	1	0	102.60	18.10	58.90
Zaire	2	2	0	13.01	3.86	6.30
Total National	22	14	0	689.63	366.27	137.18
Regional/ Subregional	2	2	0	3.86	-	3.86
Total	24	16	0	693.49	366.27	141.04

\+ World Bank financed part of the Ethiopian project
++ A $40m project in Sudan has been suspended

a. Number of projects for which reliable data was obtained
b. Number of projects being implemented
c. Number of projects completed

State of implementation of the programme at the national level - 1985 Air transport
Cost in $ million

Country	Number of projects a	b	c	Total cost	Local financing available	External financing received
Burkina Faso	1	1	0	20.21	-	1.38
CAR	1	0	0	11.20	-	10.20
Congo	1	1	0	59.42	14.30	0.02
Djibouti	1	1	0	3.20	-	2.90
Ethiopia	2	2	0	47.21	2.00	-
Gabon	1	0	0	4.00	-	-
Ghana	3	2	0	17.90	8.55	3.50
Malawi	3	0	1	29.80	-	2.61
Mauritania	1	0	1	0.07	-	0.07
Mali				10.81	1.00	5.00
Mauritius	1	1	0	12.00	-	12.00
Niger	2	0	1	3.38	-	0.88
Seychelles	1	1	0	5.80	1.20	-
Sierra Leone	1	0	0	8.31	-	-
Sudan	5	0	1	59.45	6.00	-
Swaziland	1	1	0	38.00	23.00	2.00
Togo	1	1	0	12.80	.03	7.68
Zaire	3	1	1	12.80	5.10	0.60
Zambia	5	0	0	30.75	.03	7.60
TOTAL NATIONAL	34	12	5	387.11	61.18	48.84
Regional/ Subregional	5	3	2	68.46	36.78	10.30
Total	39	15	7	455.57	97.96	59.14

a. Number of projects for which data was obtained
b. Number of projects being implemented
c. Number of projects completed

State of implementation of the programme at the national level - 1985 Inland water transport

Cost in $ million

Country	Number of projects a	b	c	Revised total cost	Local financing available	External financing received
Burundi	1	0	0	0.80	-	-
Congo	2	1	0	32.45	3.50	4.90
Gabon	1	1	0	14.50	14.50	-
Niger	1	0	0	7.07	-	-
Tanzania	1	1	0	9.00	2.50	-
Uganda	1	0	0	1.13	0.06	-
TOTAL NATIONAL	7	3	0	64.95	20.56	4.90
Regional/ Subregional	-			-	-	-

a. Number of projects for which data was obtained
b. Number of projects being implemented
c. Number of projects completed

State of implementation of the programme at the national level - Multimodal transport

Cost in $ million

Country	Number of projects a	b	c	Total Cost	Local financing available	External financing received
Guinea Bissau	1	0	1	0.12	-	0.12
Malawi	1	0	0	6.95	-	-
Rwanda	1	1	0	7.10	-	3.00
Uganda	1	1	0	8.41	3.14	0.25
TOTAL NATIONAL	4	2	1	22.58	3.14	3.37
Regional/ Subregional	-				-	-

a. Number of projects for which data was obtained
b. Number of projects being implemented
c. Number of projects completed.

COMMUNICATIONS SECTOR

State of implementation of UNTACDA Phase II programme at the national level

1985

Telecommunications

Cost in $ million

Country	Number of projects a	b	c	Total cost	Local financing available	External financing received
Burkina Faso	6	2	1	13.54	0.51	1.43
Burundi	2	1	0	0.22	-	0.12
CAR	2	1	0	14.80	0.38	1.12
Chad	1	1	0	8.33	-	8.33
Congo	6	2	2	44.04	2.40	21.00
Djibouti	3	1	1	12.39	0.14	11.00
Egypt	1	1	0	20.00	20.00	-
Equatorial Guinea	2	2	0	8.18	-	8.18
Ethiopia	7	6	0	7.10	1.02	4.08
Gabon	3	1	1	43.00	31.00	-
Ghana	5	3	0	37.08	3.90	25.54
Gambia	4	1	0	32.60		12.00
Guinea	2	1	0	6.00		4.00
Kenya	1	1	0	6.30	0.40	5.30
Liberia	1	0	0	15.00	-	-
Malawi	6	2	0	59.61	-	17.50
Mauritius	1	0	0	0.80	-	-
Senegal	4	1	0	15.10	2.52	12.58
Sierra leone	8	1	0	33.23	-	-
Swaziland	5	4	1	14.69	1.52	13.17
Uganda	3	1	1	23.94	0.90	7.64
Zambia	2	1	1	16.30	0.70	13.90
Zimbabwe	1	0	1	14.40	1.50	12.90
Sudan	5	2	0	19.50		8.50
Tanzania	4	1	0	1.23	-	0.19
Togo	2	1	11	4.50	-	2.00
Comoros	2	0	0	4.04	-	-
Mauritania	1	0	1	12.00	-	12.00
Nigeria	6	6	0	219.50	219.50	-
Rwanda	3	2	0	4.25	-	4.03
TOTAL NATIONAL	100	44	11	712.27	286.39	192.60
Regional/Subregional	2	1	1	5.50	-	5.50
TOTAL	102	45	12	717.77	286.39	198.10

a. Number of projects for which reliable data was obtained
b. Number of projects being implemented
c. Number of projects completed.

State of implementation of the UNTACDA phase II programme at the National level - 1985
Broadcasting
Cost in $ million

Country	Number of projects a	b	c	Total cost	Local financing available	External financing received
Benin	3	2	0	21.20	-	0.60
Botswana	3	0	1	5.10	2.10	1.00
Burkina Faso	2	2	0	19.00	-	1.27
Congo	1	0	0	18.20	2.00	
Djibouti	1	0	0	0.70		
Ethiopia	2	0	1	10.34	1.00	-
Gambia	3	0	1	0.74	0.21	0.39
Ghana	3	0	0	21.07	3.60	
Guinea	2	0	0	1.8	1.8	-
Kenya	4	0	0	39.09	-	-
Madagascar	2	0	1	0.30	-	0.25
Mauritania	6	0	3	14.29	-	8.51
Niger	1	1	0	0.23	-	0.23
Uganda	5	3	0	20.21	1.50	3.82
Sierra Leone	2	0	0	13.27	1.00	
Zambia	4	1	0	6.05	1.64	4.41
Zimbabwe	2	0	2	1.10	-	1.10
Total National	46	9	9	193.18	13.05	21.50
Regional/Subregional		-		-	-	-

a. Number of projects for which reliable data was obtained
b. Number of projects being implemented
c. Number of projects completed.

State of implementation of the programme of the national level -1985
Postal Services
Cost in $ million

Country	Number of projects a	b	c	Total cost	Local financing available	External financing received
Benin	2	2	0	4.63	0.59	1.92
Botswana	2	0	0	0.48	-	-
Burkina Faso	3	1	0	8.34	-	-
Camroon	5	2	0	39.58	4.25	4.00
Djibouti	1	0	1	0.71	0.565	0.147
Congo	7	2	0	17.70	-	-
Ethiopia	1	1	0	7.40	3.028	0.183
Gabon	2	0	0	30.00	-	-
Gambia	3	0	0	1.55	-	-
Ghana	1	1	0	22.00	1.30	-
Guinea Bissau	4	1	0	2.08	0.032	-
Madagascar	1	0	1	23.86	0.02	-
Malawi	2	2	0	0.50	0.50	
Mauritius	1	0	0	0.06	-	-
Mozambique	4	1	0	25.18	-	-
Senegal	1	0	0	10.00	-	-
Sierra Leone	1	0	0	7.36	-	-
Swaziland	5	0	1	2.77	-	-
Zambia	2	1	0	2.63	0.60	-
Zimbabwe	2	0	0	2.46	-	-
Total National	53	14	3	212.9	10.89	6.25
Regional/Subregional	3	3	0	6.68	0.20	1.86
Total	56	17	3	219.58	11.09	8.11

a. Number of projects for which reliable data was obtained
b. Number of projects being implemented
c. Number of projects completed.

ANNEX II

Table of Phase II PANAFTEL related projects completed by end of 1985

Legend
( ) estimated
n.a. cost not available

1. Projects completed by end of 1984

Ref.	Code	Country	Project Description	Cost (US$M)
1	TEP-16-003	Gabon	Network extension, provision of Southern Axis	16.0
2	TEP-46-003	Uganda	Completion of Kampla-Masaka-Mbarara radio relay link	4.80
	Switching			
3	TEP-11-001	Congo	International telephone echange	12.00
4	TEP-11-009	Congo	International telex exchange	3.18
5	TEP-44-011	Togo	International transit centre (telephone)	2.00
	Estimated cost		Total	37.98

2. Projects completed in 1985

Ref.	Code	Country	Project Description	Cost (US$)
1	TEP-12-005	Djibouti	submarine cable terminal	8.0
2	TEP-29-001	Mauritania	International Telephone Exchange and Earth Station	12.0
3	TEP-50-001	Zimbabwe	Standard A Earth Station	12.6
4	TEP-60-016	Regional	East African Submarine Cable Prefeasibility study	1.0
	Estimated cost			33.6
	Total cost of implemented Phase II projects			71.58

ANNEX III

Table of Panaftel related projects in progress in 1985

Legend
( ) estimated
n.a.: cost not available
RFS: ready for service

Ref.	Code	Country	Project Description	Cost (US$M)
1	TEP-08-001	Central Africa Republic	Rehabilitation of Bangui-Cameroon and Bangui-Mbaiki links (ADB+BDEAC). Final negotiations only.	0.60
2	TEP-08-002	Central Africa Republic	Bangui-Impfondo (Congo) troposcatter link (BDEAC + ADB) specifications updated	(1.50)
3	TEP-13-001	Egypt	Aswan-Wadi Halfa link (continuation of Cairo-Aswan route for which contract awarded)	(20.00)
4	TEP-15-006	Ethiopia	Assab-Djibouti up-graded link (IBRD) under implementation scheduled for completion June 1986	0.960
5	TEP-16-001	Gabon	Extension of telecoms. network Installation of N.E. axis	(15.00)
6	TEP-17-002	The Gambia	Banjul telecom., project (incl. international switching). Under implementation; RFS 1986	(17.50)
7	TEP-18-007	Ghana	Accra-Bolgatanga link. Under implementation; RFS 1986	28.41
8	TEP-34-009	Nigeria	Additional radio-relay routes for transmission network	140.40
9	TEP-35-003	Rwanda	Kigali-Bujumbura connection. Rwanda section completed (CIDA). Burundi section under construction except cross-border section for which finance required.	(1.50)
10	TEP-35-004	Rwanda	Expansion of national radio-relay network (IBRD) under implementation RFS n.a.	2.53

Ref.	Code	Country	Project description	Cost (US$M)
11	TEP-41-007	Sudan	Rehabilitation of national radio-relay network. Khartoum Khartoum-P Sudan sector scheduled 1986. Interim satellite Khartoum-Port Sudan connection in operation (SUDOSAT)	(7.50
12	TEP-43-003	Tanzania	Tanzania section of link to Malawi (see also TEP-60-021) under implementation RFS 1987	0.180
13	TEP-47-004	Burkina Faso	Links to Niger & Benin from Feda N'gourma under implementation RFS 1986	0.910
14	TEP-60-021	Malawi	Malawi section Malawi-Tanzania link (NORAD + SATCC) under implementation, RFS 1987	4.50
15	TEP-05-004	Burundi	Extension of earth station capabilities (France)	(0.120)
16	TEP-09-001	Tchad	Reconstruction of N'Djamena earth station (France)	(6.33)
17	TEP-14-002	Equatorial Guinea	Standard 'B' earth station	(8.00)
18	TEP-34-002	Nigeria	Installation of earth station at Enugu	(24.30)
19	TEP-34-003	Nigeria	Replacement of Lanlate I earth Station	(1.00)
20	TEP-41-005	Sudan	Upgrading of Umar Nareg earth station	(1.00)
21	TEP-49-001	Zambia	Extension of earth station facilities (CIDA/ADB)	14.00
22	TEP-14-003	Equatorial Guinea	Provision of international telephone and telex switching facilities	(0.18)
23	TEP-19-001	Guinea	International transit centre under implementation with delayed RFS (1987)	1.00
24	TEP-27-004	Malawi	Telegraph & telex equipment, including international telex switching, under procurement	12.00

Ref.	Code	Country	Project description	Cost (US$)
25	TEP-34-005	Nigeria	International telex exchange Enugu	6.40
26	TEP-34-006	Nigeria	International switching centre, Abuja	9.60
27	TEP-34-010	Nigeria	Installation of telex/ Gentex switching	37.80
28	TEP-37-004	Senegal	Extension of international telex exchange	4.00
29	TEP-42-001	Swaziland	Provision of transit switching facilities	4.32
		TOTAL		376.54

ANNEX IV

PANAFTEL Related Projects on which Preliminary Action has been Initiated
(but financing not secured or finalized)

Legend
( ) estimated
n.a.: Cost not available

Ref.	Code	Country	Project description	Cost ($USM)
1	TEP-05-001	Burundi	Improvement of cross-border links to Zaire (in CEPGL programme, study scheduled 1985)	(0.10)
2	TEP-15-007	Ethiopia	Implementation of Bahir Dar-Gedaref Sudan link, studies completed and finance identified	(1.84)
3	TEP-18-004	Ghana	UHF link to Burkina Faso border (Wanchi Tamale)	(5.93)
4	TEP-18-005	Ghana	UHF link to Ivory Coast (Sunyani-Yamoussoukro)	(2.18)
5	TEP-27-001	Malawi	National trunk network (including PANAFTEL Links) (IBRD)	(4.90)
6	TEP-35-001	Rwanda	Link to Ngara (Tanzania) (included in KBO programme financing (ADB)	(0.20)
7	TEP-41-001	Sudan	Atbara-W.Halfa-Aswan link (see also TEP-13-001)	(8.00)
8	TEP-41-002	Sudan	Sudan sector Bahir Dar-Gedaref link (see TEP-15-007)	(2.50)
9	TEP-43-001	Tanzania	Tanzania section of TEP-35-001 (Rwanda Tanzania) studies completed. Finance to be finalized (ADB/EADB)	(0.12)
10	TEP-43-002	Tanzania	Link to Burundi (Songa) included in KBO programme (see also TEP-35-001, TEP-43-001)	(0.47)
11	TEP-43-004	Tanzania	Tanzania-Uganda link (Bakobe-Masaka) KBO programme, see above	(0.45)
12	TEP-44-001	Togo	Re-inforcement of Ouagadougou-Lome-Cotonou links	(2.50)
13	TEP-46-002	Uganda	Jinja-Tororo-Gulu route (including switching) studies completed Italian finance being negotiated	(10.14)

Ref.	Code	Country	Project description	Cost (US$M)
14	TEP-60-020	(Regional)	This regional project is included in the KBO programme and consists of projects TEP-35-001, 35-003, 43-001, 43-002, 43-004 and 60-028	(10.14)
	Earth stations			
15	TEP-10-001	Comoros	Establishment of standard B earth station and installation of international switching. Possible source of finance: France (see also 60-019)	(4.00)
16	TEP-11-004	Congo	Extension of Moungouni earth station	(0.66)
17	TEP-19-009	Guinea	Extension of Standard B earth station. Project documentation being prepared	(2.00)
18	TEP-24-001	Liberia	Replacement of Std. B by Std. A earth station included in telecoms expansion programme for which project documents being prepared	(15.00)
19	TEP-37-003	Senegal	Installation of second earth station Feasibility study to be carried out during 1985	(6.70)
20	TEP-39-002	Sierra Leone	Provision of standard A earth station. Feasibility study completed 1984	(6.00)
	Submarine cable			
21	TEP-37-001	Senegal	Extension of 'Fraternite' submarine cable facilities. (Abidjan-Dakar cable is now saturated and negotiations proceeding for laying a parallel cable)	(0.35)
	Surveys, etc.			
22	TEP-11-003	Sudan	Sudan sector of Kenya-Sudan (Juba) link. Survey delayed	(0.50)
23	TEP-60-019	Comoros	Study shows terrestrial connections (troposcatter) not feasible. Preferred solution: Standard B at Moroni	(0.04)
24	TEP-35-002	Rwanda	Cyangugu-Bukavu (Zaire) link. Study under CEPGL programme	(0.016)
	TOTAL			78.576

ANNEX V

LIST OF UNTACDA PROJECTS THAT HAVE ATTRACTED FINANCING
(in million US$)

COUNTRY	PROJECT NO.	TOTAL COST	Financing secured up to 1984 SOURCE	EXTERNAL	LOCAL	Financing secured 1985 SOURCE	EXTERNAL	LOCAL
Benin	REP-03-002	8.00	ADB/KFW/CCCE	8.00	-	-	-	-
Benin	REG-01-003	3.53				KFW	0.6	-
Benin	[illegible]	0.50	IDB	0.50	-	-	-	-
Benin	[illegible]	0.70	IDB	0.70	-	-	-	-
Benin	[illegible]	33.65				EDF/ADP/ECGD	11.16	11.46
Benin	[illegible]	7.50				CCCE	2.25	-
Benin	[illegible]	2.82				KFW/KFAED	2.28	-
Benin	[illegible]	0.30				UNESCO	0.3	0.07
Benin	[illegible]	2.25				BOAD	1.6	0.46
Benin	REP-01-002	2.37				UNDP	0.12	0.59
Botswana	REP-01-001	3.10	OPEC Fund	1.00	2.10	-	-	-
Burundi	[illegible]	31.70	ADB/BADEA Fund/ OPEC Fund/BADEA	31.00	-	-	-	-
Cameroon	REP-02-002	300.30	-	-	-	France/FRG Italy	297.70	2.60
Cameroon	REP-02-007	6.50	-	-	2.10	-	-	-
Cameroon	REP-02-003	3.50	-	-	1.70	-	-	-
Cameroon	REP-02-006	15.00	-	-	1.00	-	-	-
C.A.R.	REP-05-002	3.00	-	-	-	EEC/IBRD	3.00	-
C.A.R.	REP-05-002	2.00	-	-	-	IBRD	2.00	-
C.A.R.	REP-05-004	22.52	-	-	-	IBRD	2.00	-
C.A.R.	REP-05-006	8.60	-	-	-	ADB	8.60	-
C.A.R.	REP-05-001	11.20	OFD	9.50	-	OPEC Fund	2.00	-
C.A.R.	TEP-05-002	1.50	BADEA	1.00	-	BADEA	1.13	0.39
Congo	FAP-11-001	200.65	-	-	20.15	-	-	-
Congo	HAP-11-001	1.73	FAC/CCCE	1.39	0.56	-	-	-
CONGO	AIP-11-001	59.72	-	-	0.02	-	-	-
Congo	INF-11-001	32.20	FAC/ADB/BADEA	7.20	3.50	-	-	-
Congo	TEP-11-006	21.00	CCCE	21.00	-	-	-	-
Congo	TEP-11-007	1.00	-	-	1.00	-	-	-
Congo	TEP-11-005	21.00	-	-	-	CCCE	21.00	-
Djibouti	REP-12-002	16.75	ADF	0.65	1.49	-	-	-

COUNTRY	PROJECT NO.	TOTAL COST	Financing secured up to 1984 SOURCE	EXTERNAL	LOCAL	Financing secured 1985 SOURCE	EXTERNAL	LOCAL
Djibouti	AIP-12-002	2.90	CCCE	2.90	-	-	-	-
Djibouti	TEP-12-003	4.24	EDF	3.00	0.14	-	-	-
Djibouti	TEP-12-005	8.00	FADES	3.00	-	-	-	-
Djibouti	POP-12-001	0.71	France	0.15	0.57	-	-	-
Egypt	TEP-13-001	30.00	Suppliers	30.00	-	-	-	-
Ethiopia	ROP-16-00[illegible]	110.00	Credit	-	2.00	-	-	-
Ethiopia	ROP-15-002	1.00	World Bank	0.40	0.10	-	-	-
Ethiopia	ROP-15-003	1.50	World Bank	1.35	0.15	-	-	-
Ethiopia	ROP-16-004	283.00	IDA/ADB	15.80	171.00	-	-	-
Ethiopia	ROP-15-005	20.00	-	-	5.00	-	-	-
Ethiopia	ROP-15-006	20.00	-	-	5.00	-	-	-
Ethiopia	ROP-15-007	30.00	-	-	8.00	-	-	-
Ethiopia	ROP-15-008	19.20	-	-	5.00	-	-	-
Ethiopia	ROP-15-010	22.00	-	-	5.00	-	-	-
Ethiopia	TEP-15-001	0.60	-	-	-	Italy	0.60	-
Ethiopia	TEP-15-002	0.70	IDA	0.54	0.16	-	-	-
Ethiopia	TEP-15-00[illegible]	1.50	Sweden	1.25	0.25	-	-	-
Ethiopia	TEP-15-004	0.50	Italy	0.40	0.10	-	-	-
Ethiopia	TEP-15-005	0.70	IDA	0.54	0.16	-	-	-
Ethiopia	TEP-15-00[illegible]	0.80	IDA	0.70	0.10	-	-	-
Gabon	ROP-16-002	3.20	-	-	3.20	-	-	-
Gabon	RAP-16-001	1,070.00	France, UK, FRG, Italy, Belgium Netherlands	382.00	420.00	-	153.00	107.00
Gabon	RAP-16-00[illegible]	37.50	-	-	-	-	-	37.50
Gabon	INP-16-001	14.50	-	-	14.50	-	-	-
Gambia	ROP-17-001	24.40	IDA	-	-	IDA	5.50	
Gambia	TEP-17-001	12.00	CCCE	12.00	-	-	-	
Gambia	BRP-17-001	0.39	-	-	0.50	-	-	
Gambia	BRP-17-003	0.35	-	-	0.16	-	-	
Ghana	BRP-18-003	87.60	-	-	-	EEC/Ghana	-	35.00
Ghana	BRP-18-010	33.00	-	-	33.00	-	-	-

COUNTRY	PROJECT NO.	TOTAL COST	Financing secured as at 1985 SOURCE	EXTERNAL	LOCAL	Financing sought for 1985 SOURCE	EXTERNAL	LOCAL
Ghana	BRP-18-001	22.30	-	-	-	-	-	22.80
Ghana	AIP-18-001	2.18	ICAO/UNDP	0.15	-	-	-	-
Ghana	AIP-18-002	1.79	ICAO/UNDP	0.35	0.55	-	-	-
Ghana	AIP-18-003	27.50	ECGD(UK)	3.00	8.00	-	-	-
ghana	TEP-18-007	27.90	-	-	-	Japan	24.00	3.90
Ghana	BRP-18-002	0.90	-	-	0.10	-	-	
Ghana	BRP-18-003	19.32	-	-	3.52	-	-	-
Ghana	POP-18-001	22.03	-	-	1.30	-	-	-
Guinea	ROP-19-001	182.00	-	-	-	Kuwait Fund		
						BI/SFD/OPEC	70.00	10.50
Guinea	ROP-19-003	25.00	-	-	-	IDA/ADB/BADEA	25.00	-
Guinea	ROP-19-004	1.60	-	-	-	EDF	1.60	-
Guinea	ROP-19-005	2.00	-	-	-	EDF	2.00	-
Guinea	ROP-19-006	2.00	-	-	-	CCCE	2.00	-
Guinea	ROP-19-007	1.50	-	-	-	CCCE	1.50	-
Guinea	RAP-19-001	6.40	-	-	-	CCCE	6.40	-
Guinea Bissau	ROP-20-001	12.00	EDF	12.00	-	-	-	-
Guinea Bissau	ROP-20-002	5.50	EDF	2.00	-	-	-	-
Guinea Bissau	ROP-20-001	17.50	IDF/BADEA/KFD					
			SFD/OPEC/Fund	16.00	-	-	-	-
Ivory Coast	ROP-21-00.	2.50	FAC/World Bank/					
			CSTT	1.00	-	-	-	-
Kenya	ROP-22-001	44.16	EDF	22.16	-	-	-	-
Kenya	ROP-22-003	35.00	EDF	14.20	20.80	-	-	-
Kenya	ROP-22-00[illegible]	47.50	-	-	-	BADEA/SFD	32.38	4.87
Kenya	ROP-22-007	5.30	World Bank	3.45	1.87	-	-	-
Kenya	ROP-22-008	35.67	World Bank	23.19	12.48	-	-	-
Kenya	TEP-22-001	6.30	France; Nether-					
			lands, IBRD, OECF	5.30	0.40	-	-	-

COUNTRY	PROJECT NO.	TOTAL COST	Financing secured upt to 1984 SOURCE	EXTERNAL	LOCAL	Financing secured 1985 SOURCE	EXTERNAL	LOCAL
Lesotho	ROP-23-001	61.00	UK	0.50	-	-	-	-
Libya	HAP-25-001	83.00	-	-	83.00	-	-	-
Libya	HAP-25-002	118.00	-	-	118.00	-	-	-
Libya	HAP-25-003	100.00	-	-	100.00	-	-	-
Madagascar	ROP-26-001	1.00	UNDP	0.16	-	-	-	-
Madagascar	HAP-26-001	35.00	-	-	-	IDA	8.00	-
Madagascar	HAP-26-002	25.00	FAC	0.28	-	U.K.	3.00	-
Malawi	RAP-27-001	20.00	-	-	-	-	-	-
Malawi	TEP-27-004	12.00	ADB	12.00	-	-	-	-
Malawi	POP-27-001	1.00	-	-	0.30	-	-	-
Malawi	POP-27-002	1.50	-	-	0.20	-	-	-
Mali	ROP-28-001	9.16	UNCDF/UNDP/UNSO	5.85	-	-	-	-
Mali	ROP-28-003	26.45	-	-	-	IDA/ADF	23.55	-
Mali	ROP-28-006	1.00	-	-	-	EDF	1.00	-
Mali	ROP-28-008	1.30	-	-	-	IDB/CEDEAO	1.00	-
Mali	ROP-28-009	0.90	USAID	0.90	-	-	-	-
Mali	RIP-28-001	0.63	-	-	-	CCCE	0.10	-
Mali	RAP-28-003	27.75	-	-	-	CCCE/FAC	1.00	-
Mali	RAP-28-005	56.60	-	-	-	KFW/IDA/FAC CIDA	34.00	-
Mali	RAP-29-003	13.60	-	-	-	CCCE/FAC	1.00	-
Mali	AIP-28-001	1.23	-	-	-	CCCE	0.63	-
Mali	AIP-28-002	6.00	-	-	-	IDB	5.00	0.30
Mauritania	ROP-29-001	1.00	EDF	1.00	-	-	-	-
Mauritania	AIP-29-003	0.70	ASECNA	0.07	-	-	-	-
Mauritania	BRP-29-002	1.80	KFW	1.80	-	-	-	-
Mauritania	AIP-30-003	12.00	China	12.00	-	-	-	-
Morocco	ROP-31-005	3.00	-	-	-	Spain/Morocco	-	3.00
Niger	ROP-33-005	55.25	EDF/ADF/BID/BADEA/ SFD/OPEC Funds	5.23	3.00	CCCE	6.40	-
Rwanda	ROP-35-001	27.00	-	-	-	ADF/ADB/SF/ OPEC	24.1	2.9
Rwanda	ROP-35-002	0.73	-	-	-	-	-	0.73
Rwanda	ROP-35-003	0.57	-	-	-	ADB	0.41	0.16

COUNTRY	PROJECT NO.	TOTAL COST	Financing secured up to 1984 SOURCE	EXTERNAL	LOCAL	Financing secured 1985 SOURCE	EXTERNAL	LOCAL
Rwanda	ROP-35-006	42.00	-	-	-	ADB/KF/	38.00	4.00
Rwanda	ROP-35-006	2.63	-	-	-	ADB	0.85	1.78
						OPEC		
Rwanda	RIP-35-002	2.33	-	-	-	China	2.33	-
Rwanda	INP-35-002	5.00	-	-	-	Italy	1.80	-
Rwanda	BRP-35-001	4.80	-	-	-	Denmark	3.84	-
Rwanda	MMP-35-001	6.3	-			EEC	5.57	0.73
Senegal	ROP-37-001	1.00	EDF	0.03	-	-	-	-
Senegal	ROP-37-002	22.50	SDF	11.00	-	-	-	-
Senegal	ROP-37-003	3.00	EDF	0.22	-	-	-	-
Senegal	RAP-37-001	61.70	FRG/CCCE/IBRD	6.00	-	-	-	-
Senegal	RAP-37-001	27.60	IDA/CCCE/KFW	18.20	9.40	-	-	-
Senegal	RAP-37-002	35.00	-	-	-	IDA/KFW/CCCE	0.03	0.01
Senegal	TEP-37-021	15.10	WADB/SIPIDA	12.58	2.52	-	-	-
Sierra Leone	ROP-39-001	0.51	IDB	0.30	-	-	-	-
Sierra Leone	ROP-39-002	24.30	IDB	2.28	-	-	-	-
Sierra Leone	RAP-39-002	12.17	-		1.00	-	-	-
Somalia	ROP-40-001	0.50	-	-	-	France/Denmark	0.50	-
Somalia	ROP-40-002	0.20	-	-	-	EEC	0.10	-
Somalia	ROP-40-004	68.00	-	-	-	EEC	0.50	-
Somalia	RAP-40-001	10.00	-	-	0.15	-	-	-
Sudan	RAP-41-002	130.00	-	-	-	EDF	12.00	-
Sudan	RAP-41-001	40.00	-	-	13.00	-	-	-
Swaziland	RAP-42-003	1.10	France	0.60	-	-	-	-
Swaziland	RIP-42-001	38.00	France/EDF	4.50	23.00	-	-	-
Swaziland	TEP-42-001	4.32	Italy	4.32	-	-	-	-
Swaziland	TEP-42-002	3.10	ADB	3.10	-	-	-	-
Swaziland	TEP-42-003	1.05	Italy	1.05	-	-	-	-
Swaziland	TEP-42-004	5.50	Italy	4.80	0.70	-	-	-
Swaziland	TEP-42-005	0.72	Italy	0.52	0.20	-	-	-
Swaziland	ROP-42-002	1.80	EEC	0.02	-	-	-	-
Tanzania	ROP-43-001	13.00	SIDA/Canada	1.00	-	-	-	-
Tanzania	ROP-43-002	8.00	EDF	1.5	-	-	-	-
Tanzania	ROP-43-005	39.00	EDF	22.50	-	-	-	-
Tanzania	RAP-43-001	13.00	-	-	-	Kuwait Fund	1.00	1.00

COUNTRY	PROJECT NO.	TOTAL COST	Financing secured up to 1984 SOURCE	EXTERNAL	LOCAL	Financing secured 1985 SOURCE	EXTERNAL	LOCAL
Tanzania	HAP-43-001	59.00	IDA/FINNIDA/NORAD UK/Netherlands and Italy	59.00	-	-	-	-
Tanzania	INP-43-001	5.00	-	-	2.50	-	-	-
Uganda	ROP-46-00[illegible]	14.09	-	-	-	EEC	6.07	-
Uganda	RAP-46-001	9.10	-	-	-	France	9.00	0.10
Uganda	RAP-46-004	10.00	-	-	-	France	2.00	-
Uganda	AIP-46-003	23.00	-	-	-	UNDP/ICAO	0.73	-
Uganda	AIP-46-004	15.00	-	-	-	IDA/ICAO/UNDP	3.95	-
Uganda	MMP-46-002	8.41	-	-	-	ODA	0.25	-
Uganda	TEP-46-002	16.10	-	-	-	UNDP	2.20	-
Uganda	TEP-46-001	3.00	-	-	-	IDA/UNDP	0.64	0.90
Uganda	BRP-46-001	6.74	-	-	-	IDA	1.30	-
Uganda	DRP-46-002	8.27	-	-	-	IDA/Japan	2.42	1.50
Uganda	BRP-46-005	1.81	-	-	-	IDA	0.10	-
Burkina Faso	ROP-47-002	59.50	-	-	-	IDA	20.00	-
Burkina Faso	ROP-47-003	28.30	-	-	-	ADB/Norway	13.00	-
Burkina Faso	ROP-47-005	48.25	-	-	-	IDA/Netherland	4.45	0.38
Burkina Faso	BRP-47-001	6.00	Netherlands	1.23	-	-	-	-
Burkina Faso	BRP-47-003	8.20	UNESCO	0.05	-	-	-	-
Zaire	RAP-48-001	200.00	-	-	-	ADB/IBRD/FRG	54.60	26.00
Zaire	RAP-48-002	2.30	-	-	-	IDA	2.10	0.20
Zaire	RAP-48-003	120.80	SFD, Belgium	23.02	10.20	-	-	-
Zaire	RAP-48-004	8.00	CCCE	-	-	IDA	8.00	-
Zaire	HAP-48-002	9.50	ADB, IDA	6.30	-	-	-	-
Zaire	HAP-48-003	3.51	-	-	1.76	-	-	-
Zambia	ROP-49-005	1.10	EDF	1.30	-	-	-	-
Zambia	ROP-49-006	57.59	-	-	-	BADEA	15.00	-
Zambia	ROP-49-007	1.50	KFW	0.10	-	-	-	-
Zambia	ROP-49-008	40.20	World Bank/ Italy	40.00	-	ADB	-	-
Zambia	ROP-49-001	2.00	-	-	-	-	2.00	-
Zambia	RAP-49-002	2.00	-	-	-	-	-	0.50

COUNTRY	PROJECT NO.	TOTAL COST	Financing secured up to 1984 SOURCE	EXTERNAL	LOCAL	Financing secured 1985 SOURCE	EXTERNAL	LOCAL
Zambia	TEP-49-001	21.00	CIDA	15.80	5.00	-	-	-
Zambia	BRP-49-001	4.41	France	4.41	-	-	-	-
Zaimbabwe	ROP-50-001	21.30	-	-	-	-	-	21.30
Zimbabwe	ROP-50-002	0.12	-	-	-	-	-	0.12
Zimbabwe	ROP-50-003	10.10	US/AID	4.20	5.90	-	-	-
Zimbabwe	ROP-50-004	0.30	Italy	0.30	-	-	-	-
Zimbabwe	ROP-50-005	0.20	-	-	-	-	-	0.20
Zimbabwe	TEP-50-001	14.40	Japan	12.90	1.50	-	-	-
Zimbabwe	BRP-50-002	0.60	UK/Ireland	0.60	-	-	-	-
Zimbabwe	BRP-50-003	0.50	-	-	-	Netherlands	0	
Regional/ Subregional	ROP-60-002	3.00	UNDP	0.30	0.20	-	-	-
Benin/Togo/ Ghana	ROP-60-003	0.45	-	-	-	EDF/IDB	0.45	-
Burundi/Rwanda/ Zaire	RAP-60-004	1.00	-	-	-	KBO	1.00	-
Ivory Coast/ Mali	RAP-60-005	3.33	-	-	-	ECWA	3.33	-
Djibouti/ Ethiopia	RAP-60-006	184.00	EEC/France	21.90	-	-	-	-
KBO	RAP-60-009	4.00	-	-	-	KBO	4.00	-
Niger	RAP-60-010	0.15	-	-	-	ECWA	0.15	-
Tanzania	RAP-60-013	55.00	-	-	-	FRG	23.00	-
Tanzania	RAP-60-017	70.00	-	-	-	-	-	21.00
Tanzania	RAP-60-018	22.00	-	-	-	Scandinavia/ Italy	16.80	5.20
Tanzania	RAP-60-019	14.50	-	-	-	Scandinavia/ Italy	14.50	-
Tanzania	RAP-60-020	2.00	-	-	-	-	-	2.00
Tanzania	RAP-60-021	1.20	-	-	-	-	-	1.20

COUNTRY	PROJECT NO.	TOTAL COST	Financing secured up to 1984			Financing secured 1985		
			SOURCE	EXTERNAL	LOCAL	SOURCE	EXTERNAL	LOCAL
Tanzania	RAP-60-023	0.40	-	-	-	-	-	-
Tanzania	RAP-60-024	7.00	-	-	-	SIDA/SATCC	7.00	-
Tanzania	RAP-60-025	11.00	-	-	-	SIDA/SATCC	8.80	2.20
Tanzania	RAP-60-025	4.50	-	-	-	SIDA/SATCC	1.40	3.10
Regional Eastern/ Southern Africa	AIP-60-008	0.50				France	0.20	
	RAP-60-006	0.16	-	-	-	Netherlands/ PWADSA members	0.16	-